

Parenthood lessons will try to tackle roots of crime

By Nicholas Wood, Political Correspondent

Ministers are planning to introduce government-backed lessons in parenthood as part of a package of new measures aimed at tackling crime.

Their determination to apply novel long-term solutions to combat crime will be signalled today by Mr Douglas Hurd, the Home Secretary, who is expected to develop his argument that the police and the courts alone cannot stem the rising tide of lawlessness.

He will tell parents that they have a key role to play by instilling a sense of self-discipline and personal responsibility in their children.

He will warn them that they cannot blame schools, television or the pressures of the competitive society created by Thatcherism for the bad behaviour of so many young people.

Mr Hurd's speech in Oxford will represent the latest and most trenchant articulation of the new law and order policy platform being constructed within the 12-strong Ministerial Group on Crime Prevention chaired by Mr John Patten, his Home Office deputy.

With the backing of the Home Secretary, Mr Patten has begun steering the group's work away from past concentration on the nuts and bolts of fighting crime through tighter physical security.

As *The Times* disclosed last week, the group is examining the possibility of schools impressing on children the painful consequences of crime and injecting a bigger moral dimension into the classroom.

Mr Patten said yesterday: "The Conservatives have ventured into so many areas where no one ever dared to tread before. Now we are turning our attention to the roots of criminality, while continuing with our campaign to stamp out opportunistic crime by better physical security."

The proposals for classroom courses in parenthood are linked to a policy paper being drawn up by Mr Antony Newton, the Minister for Health, for presentation to the next meeting of the group in September.

He has been holding talks with his colleagues in the Department of Education and Science. Education sources yesterday indicated there was firm backing for a nationwide initiative aimed at preparing teenagers for the responsibilities of family life.

One minister commented: "It's important for young parents to have some idea about bringing up children. It is more difficult than people think to be a mum or a dad."

"We need to explain to young people that a baby is not just a new doll. It needs to be fed, cleaned, loved, controlled and brought up gently to be a human being."

It is understood that ministers are now considering asking their officials and inspectors to draw up guidelines for schools on parenthood courses for boys and girls in the 14-to-16 age group.

Some schools already run such courses, but they tend to be directed at less academic girls.

Both Downing Street and the Home Office denied a report that Mr Hurd has forecast race riots this summer in a memorandum circulated to members of the Cabinet's home affairs subcommittee.

Duchess given all-clear



The Duchess of York with Bendix, her Jack Russell, at Windsor last night.

The Duchess of York, who expects her first baby next month, has been given the all-clear by her gynaecologist after her car was involved in an accident on the M4.

The driver of the other car involved, Mr Mike Burrows, a financial consultant, has spoken of his relief that she escaped unhurt. "I am just so relieved she is all right and was not injured in the crash," he said at the weekend.

Mr Burrows, aged 31, faces possible prosecution for careless driving.

Speaking at his home in Heol Powys, Birchgrove, Cardiff, where he lives with his

parents, he said: "It was my first trip to London by car because I usually take the train. I had borrowed a friend's car."

The Duchess's gynaecologist, Mr Anthony Kenney, a Harley Street consultant, has visited her. Buckingham Palace said: "There are no problems. She is OK."

The accident happened on Friday as the royal Jaguar, driven by a police bodyguard, was travelling east in slow-moving traffic on a contraflow section of the M4 between Newbury and Theale, Berkshire.

(Photograph: James Gray)

Portfolio PLUS NEW Accumulator Profitable end to a holiday

Mrs Joyce Lane, back home after a Cornish holiday, found that she had won £4,000 in Saturday's weekly Portfolio Accumulator competition. "My daughter has always pulled my leg about the way I always check the numbers and said 'I'll never win,'" Mrs Lane, a widow in her 60s from Sawbridgeworth in Hertfordshire, said.

"But when I got back home I quickly checked Friday's numbers and then Saturday's, too," Mrs Lane, who has been entering the competition since it started, said part of her prize will go to her two daughters and that the remainder will pay for double-glazing and other home improvements.

The other winner of Saturday's weekly prize was Mrs Margaret Morrison, aged 68, of Portgordon, Granton. She has not yet decided how to use the £4,000.

In some editions of *The Times* on Saturday, the Portfolio Accumulator total incorrectly appeared as 22. The figure for the total, of course, should have been 229.

Drug dangers 'lure to youth'

Alarmist advertising designed to scare young people off drugs is more likely to lead them to drugs, the Policy Studies Institute reports today.

Its researchers interviewed 1,000 young people aged 11 to 19 in Portsmouth and neighbouring Havant, and 41 known drug, mostly heroin, users.

Ambush a growing menace to police

By Peter Evans, Home Affairs Correspondent

Police are increasingly being ambushed on their way to investigate crime, a survey of annual reports by chief constables discloses.

"For whatever reason, the knowledge that the police are on their way to a late-night fracas no longer serves to disperse warring factions; instead, the combatants tend to unite and lie in wait to set upon the officers," Mr David East, Chief Constable of South Wales, reported.

Mr Geoffrey Dear, Chief Constable of the West Midlands,

said that the Castle Vale area had "seen police officers and their vehicles ambushed by gangs of youths" and South Yorkshire reported that officers making arrests, questioning a suspect or responding to calls for help had been surrounded by hostile youths whose aim has been to impede them.

In Devon and Cornwall, the vehicle fleet had been criminally damaged at levels unthinkable a few years ago. Gloucestershire's report disclosed that the number of officers assaulted increased by almost 36 per cent.

In Cheshire the most worrying trend was reported to be the increase in violence both during criminal acts and in general assaults on the public and police.

The number of juvenile offenders prosecuted for assaults on police officers rose by 200 per cent.

In Durham the number of officers injured on duty fell from 500 in 1986 to 460 but the number of days lost by injured officers rose from 703

to 3,210, indicating individual cases were more serious.

Norfolk reported a 29 per cent increase in violent crime during 1987.

There appears a clear association between the peaks of violent crime at night and when public houses and clubs close, according to the report of Mr George Charlton, the force's chief constable.

On Humberside, violent gangs, often the worse for drink, have disrupted "unlikely" places.

Spectrum, page 11

ITV seeks review of musicians' fee

By Andrew Billen

Independent television companies are to present a package of reforms to the Musicians' Union as the next step towards reducing costs.

The move is part of its struggle to remain viable against increased terrestrial and satellite television competition in the 1990s.

Heads of music at ITV stations around the country have been drawing up a plan to rewrite the complicated agreement with the musicians that has grown up over the years.

Some of the practices complained about by the companies are the restrictions on pop stars singing to pre-recorded backing tracks and residual deals in which musicians are paid over and over again when programmes are sold for video or foreign use.

The move, for which it is believed Yorkshire Television is pressing particularly hard, comes at the beginning of a key week in ITV history.

Today a ministerial group led by Mr Douglas Hurd, the Home Secretary, and Lord Young of Graffham, Secretary of State for Trade and Industry, will meet in Newbury, Berkshire, to discuss the terms of a White Paper on broadcasting.

The paper, due to be published this autumn, is expected to propose that ITV franchises should be awarded to the highest bidder.

University trust fund welcomed

By Sarah Thompson Education Reporter

A rescue fund for Cambridge University has been welcomed as the first real attempt to channel some of the richer colleges' large endowments into the university.

The Isaac Newton Trust Fund is being established by Trinity College, Britain's largest private land owner.

The size of the fund is not yet known - nor whether other rich colleges such as St John's or Gonville and Caius will contribute to it - but it will be more than the £2.5 million being spent by colleges on university appointments. The fund is likely to be used for research and teaching.

Mr Michael McCrum, Cambridge Vice-Chancellor and Master of Corpus Christi College, said he very much hoped other colleges would join the fund. "All universities are being encouraged to look for funds from outside and this is one way we can do it."

The colleges already fund about 300 research fellows at a cost of £2.5 million and more than 100 of their own non-university teachers at a cost of a further £1 million a year.

Unlike Oxford, however, Cambridge elected to fund posts in colleges through university income - making it difficult for the university to fund posts while the colleges have grown richer.

Air travel confusion

Planner juggles in the skies

By Harvey Elliott

As he plotted the day's first "bomber wave" carrying British holidaymakers to the Mediterranean sun spots, Mr Ian Wheadon could not remember a Sunday morning in which he had used so much green ink.

On the 35 white plasticized boards recording the movements of aircraft flying for Britannia Airways green indicated a flight within half an hour of its schedule. So far this summer the boards in the Britannia operations room at Luton Airport have been covered in red.

Mr Wheadon, yesterday's operations duty officer, began his 12-hour shift at 7 am expecting to find the usual chaos, with aircraft in the wrong place - stuck in Spain, Italy or Greece - and a profusion of red marks.

Two aircraft had been stuck in Ibiza for most of the night, and red marks on the board were indicating delays of up to six hours. A flight from Kos to Luton was 2 hours 45 minutes late and seemed likely to accumulate more delays.

However, the rest of the fleet - 26 Boeing 737s, six Boeing 767s and a sub-chartered 737 - were waiting at British airports for take-off slots for the first of three round-trip flights which would

carry 15,000 people to and from their package holiday.

"Just wait until the air traffic controllers start imposing flow control and the delays build up later in the day," Mr Wheadon said. But that did not happen - at least not to the extent of the previous weekend, when Europe's air traffic system seized up.

The worst affected area yesterday was Palma, Majorca, where each of the 10 first-wave flights were delayed about 40 minutes by Barcelona air traffic controllers.

Britannia's staff studied the boards to see if one aircraft could be switched for another. So by replacing, for example, Boeing 737 Delta Romeo with Whiskey Fox Trot a flight from Malaga which would have been 3 hours 30 minutes late took off 40 minutes late, while another left an hour instead of 30 minutes late. The juggling act went on all day.

By the time the second bomber wave was ready to leave in mid-afternoon, little remained of the original flight plans and at least half the aircraft had been swapped or re-routed. That meant dozens of telephone calls to the 400 pilots and cabin crew.

"Last weekend we did not get the first wave off until seven in the evening," Mr Malcolm Satchell, Mr

Wheadon's controller, said as he chalked up the last of the morning flights at noon.

"No one can understand why last weekend there was such chaos and this weekend, allowing for a few exceptions, we are not doing too bad at all. It can only be that a different shift is now on duty - perhaps at Barcelona, which is accepting flights when last week they would not."

Throughout the 12-hour shift operational duty officers from other airlines were constantly ringing Britannia's operations room, puzzled that so much was going right. But it is doubtful if the good luck will last through the week.

New shifts will be on in air traffic control centres throughout Europe. The Greeks are threatening to bring chaos to the eastern Mediterranean by deliberately not eating or sleeping so that they have to be declared medically unfit, thus avoiding having to take illegal strike action.

Britannia was told yesterday that Spanish handling staff plan a one-day strike each weekend for the rest of this month. At any time the red pen may be the only one being used on those white boards and the misery may start again for British air travellers.

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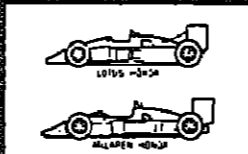
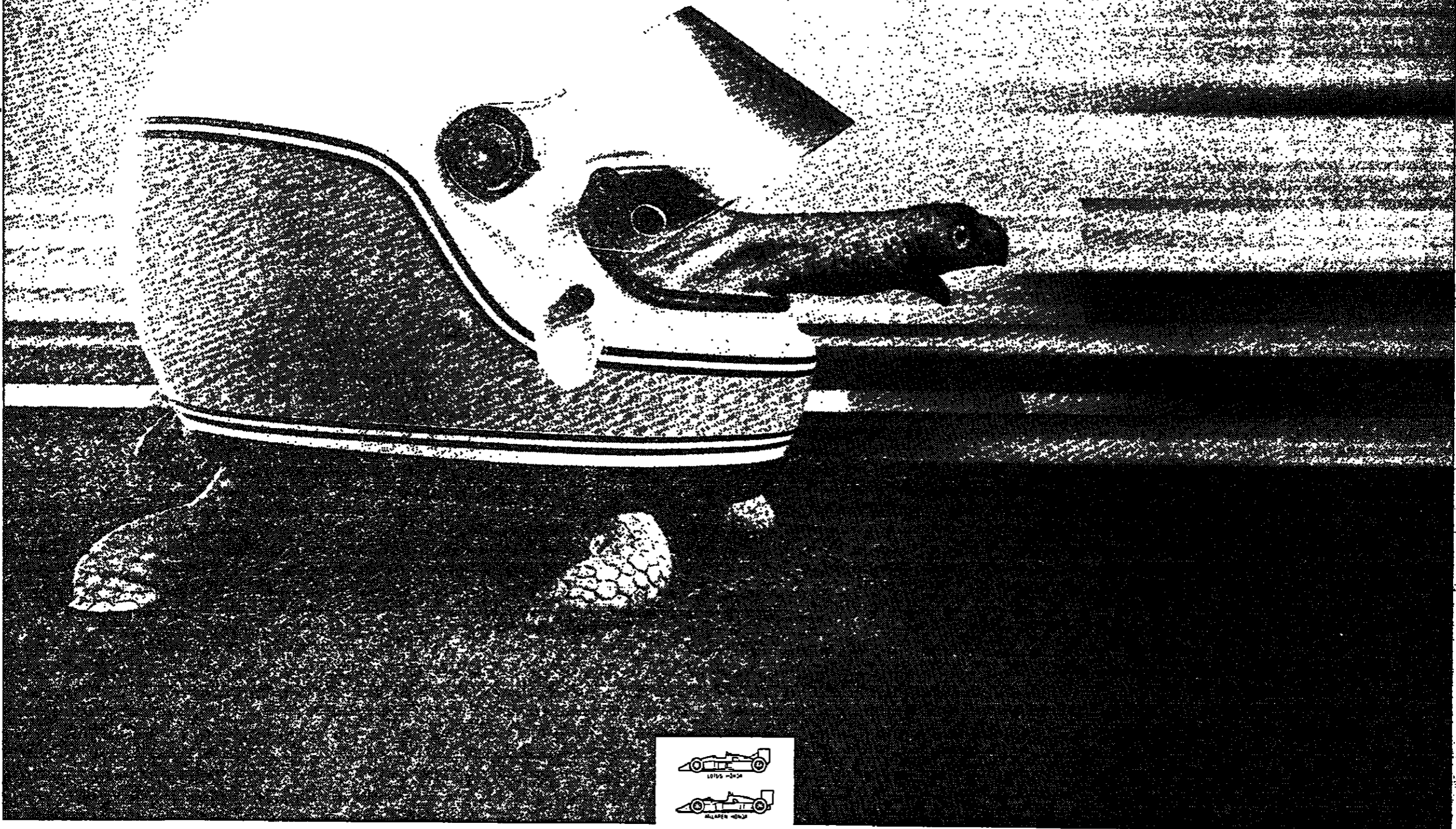


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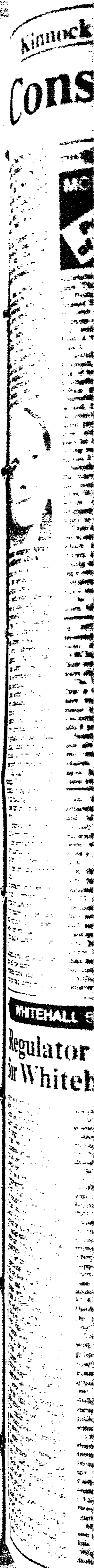


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Anglo-German talks at Chequers

Thatcher and Kohl eager to be seen on good terms

By Andrew McEwen, Diplomatic Correspondent

The Prime Minister and Chancellor Helmut Kohl of West Germany plan to make greater efforts to show the Anglo-German relationship in a better light, after reports of a lack of sympathy between the two leaders.

After a three-hour meeting at Chequers on Saturday, government sources spoke of a "relaxed and very friendly" atmosphere. They concluded that the quality of their personal relationship, and that between the two countries, was undervalued by others.

The Prime Minister congratulated the Chancellor on the "successful and productive" West German presidency of the EEC. Its six-month term ended 10 days ago after a summit of the 12 leaders in Hanover.

But no hint emerged of any narrowing of important differences between Mrs Thatcher and Herr Kohl on the pace of EEC integration. The Chancellor, together with M Jacques Delors, President of the European Commission, President Mitterrand of France and others, is looking for faster progress towards economic and monetary union, and possibly later political union, than Mrs Thatcher is willing to accept.

One of the most contentious issues was avoided altogether at the Chequers talks. Official sources said they did not

discuss the decision taken in Hanover to set up a committee of central bank governors under the chairmanship of M Delors to propose "concrete stages" towards economic and monetary union.

Mrs Thatcher said before the decision that she "saw no point" in such a committee studying a European central bank, but it could look at other questions. Afterwards she said there was no reference to

Fears are growing that London could lose its pre-eminence among Europe's financial centres because of Mrs Thatcher's resistance to the European Monetary System and the setting up of a European central bank. A Lloyds Bank report says the Government runs the risk of leaving the City isolated. Details, page 21

"European central bank" in its terms of reference, but M Delors has implied that it will study the question.

The incident left an impression that Mrs Thatcher was finding it hard to restrain the enthusiasm of other leaders. That was reinforced when she agreed in the House of Commons that it was theoretically possible that a European central bank could be set up on a majority vote of EEC ministers.

Dr David Owen, leader of the SDP, put it to her that the

committee might come to the conclusion that a European central bank was essential for the effective functioning of the European internal market.

Mrs Thatcher replied: "He (Dr Owen) may be correct in theory. I do not think he is correct in any way in practice." Her argument was that practical politics rather than legal fine print would determine whether a European central bank came about.

But Government sources now say that this was an answer made without a legal briefing, and the government lawyers take the opposite view. They hold that Britain does have a veto power, and advanced this argument:

Article 100A of the Single European Act says that the Council of Ministers may approve proposals by a qualified majority, but also contains the key words "save where otherwise provided in this Treaty".

Article 102A makes reference to convergence of economic and monetary policy and says that any important institutional change would require a change in the Treaty. Article 236 contains wording which the lawyers interpret as meaning that such changes require unanimity.

Putting the three articles together, Whitehall's deduction is that a European central bank could be formed only

after a change to the Treaty had been ratified by all 12 parliaments.

But Dr Owen told *The Times*: "I think they are wrong." He said that provided the legal argument was finely focused on the need to ensure the proper functioning of the internal market, and avoided the issue of a single European currency, the conclusion was inevitable. He predicted that the Government would play for time but would eventually accept an arrangement.

"The deal will be that the central bank will be in London. They (the Government) will say that it is really no more than the existing Committee of Central Bank Governors," he said.

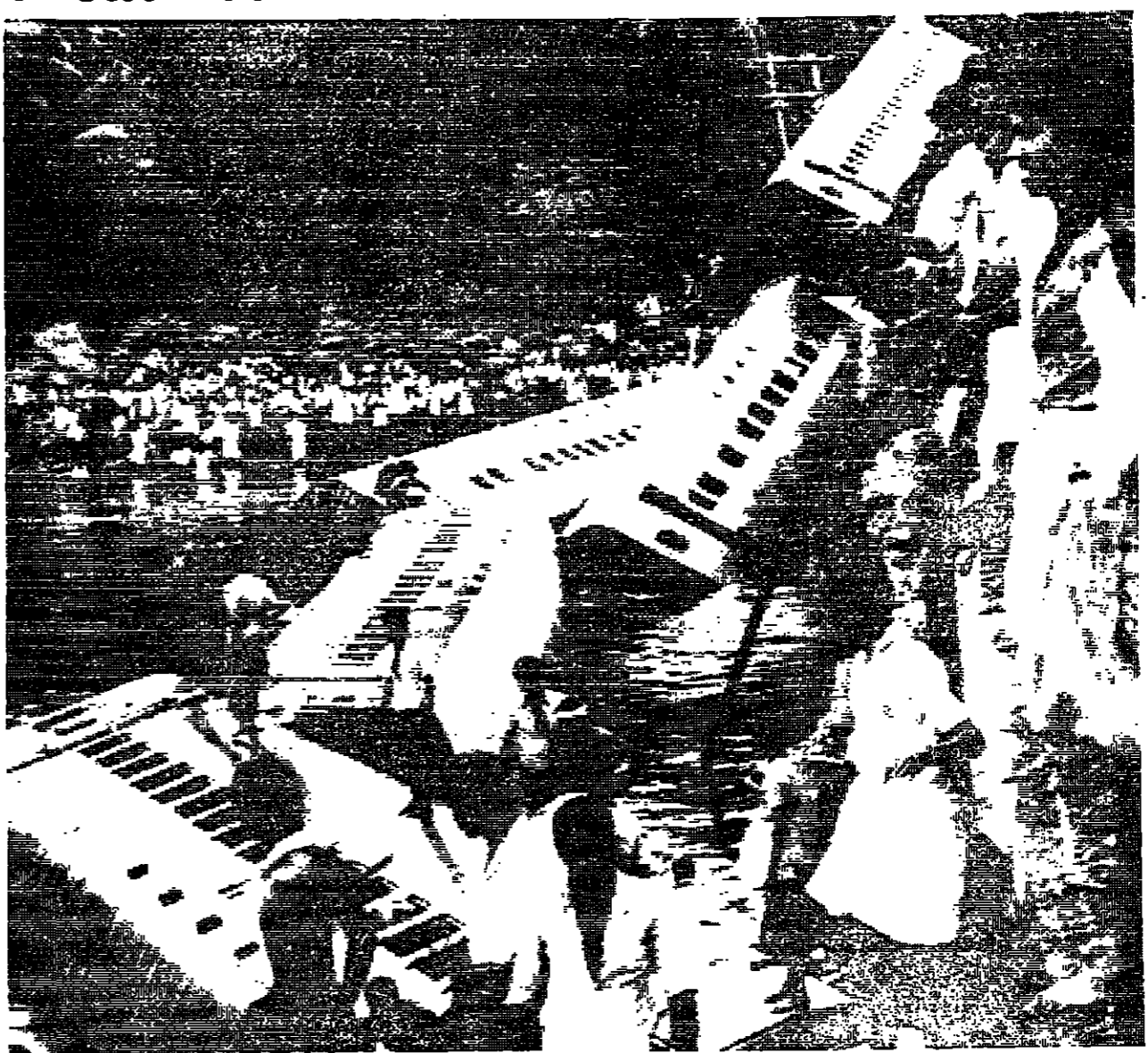
But Mrs Thatcher's belief that there will be no leaps towards a United States of Western Europe has been supported by a leading expert, Professor Sir Harry Hinsley, Master of St John's College, Cambridge.

In a speech to the Royal Institute of International Affairs last Wednesday he said it was unlikely that European integration would come about through a series of small steps.

"The possibility must remain open that the Community... will still evolve into a body politic... but I do not think it will within any foreseeable future," he said.

Leading article, page 15

Death toll rises after Indian rail crash



Villagers helping to search for bodies in Ashtamundry lake in south India's Kerala state after nine carriages of the Bangalore-Trivandrum express were derailed in one of India's worst train disasters. Railway officials said 110 bodies had

been found so far and police said yesterday that the final death toll could top 150 (Reuter reports). Fifty survivors are in a serious condition in hospital. Navy frogmen yesterday were still struggling to search for bodies in the

monsoon-swollen waters in the lake near Quilon. Police said 150 passengers had been discharged from hospital. It is not known how many people were on the packed train on Friday. A railway official has started an inquiry into the disaster.

Haiti constitution scrapped

Namphy returns Duvalier backers to centre stage

By Alan Tomlinson

Haiti is soon to have a new constitution that will rehabilitate stalwarts of the ousted Duvalier dictatorship and allow their return into political life.

After seizing power in a coup last month, Lieutenant-General Henri Namphy, the armed forces chief, has now formally scrapped the country's 1987 constitution which banned those regarded as architects and pillars of the old regime from seeking public office for 10 years.

The constitution, endorsed overwhelmingly in a referendum, was regarded by the Haitian people as perhaps the only surviving achievement of the rebellion which ended the 30-year Duvalier era in February, 1986.

General Namphy said the new constitution would retain some elements of the 1987 charter of rights while removing what he called "concepts foreign to Haiti's customs and traditions", a clear reference to the ban on Duvalier supporters. He made the announcement in the Presidential Palace on Friday at a gathering attended conspicuously by two of the staunchest Duvalier supporters, retired General Claude Raymond and former Finance Minister, Mr Clovis Desjard.

The 1987 constitution prevented the two men from running in last year's presidential election which was later cancelled when troops and former members of the Tontons Macoute, the Du-

valier regime's secret police, massacred voters as they lined up at the polls. The Army then organized a new election and supported Mr Leslie Manigat before overthrowing him after just 136 days in office.

General Namphy's announcement coincided with end of a summit meeting of the 13-member Caribbean Community in Antigua at which the English-speaking leaders of the region again failed to agree on a collective response to the Haitian situation.

The Barbadian Prime Minister, Mr Erskine Sandiford, led an unsuccessful call for the suspension of Haiti's observer status in the Caribbean Common Market.

Mr Edward Seaga, the Prime Minister of Jamaica, blocked the Barbadian move with support from Guyana, Antigua and the Bahamas. He argued that suspending Haiti would demonstrate double standards since the French-speaking nation had been admitted to the organization under the Duvalier regime.

Trinidad's leader, Mr Arthur Robinson, expressed the disappointment of those nations which had supported Barbados. He said that the "strings of our societies" in the Caribbean were that "we have democratic systems", and added: "If we do not recognize that and place it at the basis of our Caribbean relationship then we are not making use of the defences that we have to the extent that we should."

Gurkhas settle

Delhi - The Gurkhas have accepted an autonomous hill council within West Bengal, ending a four-year campaign for a homeland that has claimed more than 300 lives (Kuldip Nayar writes). Mr Subhas Ghising, head of the Gurkha National Liberation Front, announced the settlement in Darjeeling yesterday after negotiations with the Delhi and West Bengal governments. The council is to have its own development budget, while border and national police forces will be withdrawn, with policing being left to the West Bengal force.

Bishop barred

Nairobi (Reuter) - An Anglican bishop, the Rev Alexander Muge, said he had been barred from visiting part of his diocese in north-western Kenya after urging the Government to provide famine relief. The Bishop said he would be informing the Archbishop of Canterbury of the situation.

Bus ambushed

Colombo (Reuter) - Tamil guerrillas ambushed a bus in northern Sri Lanka, killing two passengers and wounding 15 others, including five Indian soldiers.

Drugs swoop

Savona, Italy (AFP) - Italian police announced the smashing of a drugs ring after the arrest of a Colombian airline official in possession of 110lb of pure cocaine.

Bull victims

Pamplona, Spain (Reuter) - One man was gored and two were badly hurt on the fourth day of the traditional San Fermi bull-ran festival in the streets of the northern town.

File evidence

Jerusalem (AFP) - An Israeli Nazi hunter, Mr Touvia Friedman, came to the defence of President Waldheim of Austria over his wartime activities. Mr Touvia, who is to meet Dr Waldheim, says he did not come across the President's name in 20,000 files he studied.

26 feared dead

Sydney - A search has been abandoned for the Singapore-registered Singa Sea cargo vessel, feared to have sunk with all 26 crew off the coast of Western Australia.

Briton appeals

A British businessman, Mr Edward Lewin, of Camberley, is to appeal against a three-month prison sentence in Nairobi, imposed for tearing up Kenyan banknotes.

Caviar fears

Moscow (Reuter) - Pravda says caviar is becoming an endangered commodity due to pollution of the Volga river spawning ground that has cost £35 million in lost income.



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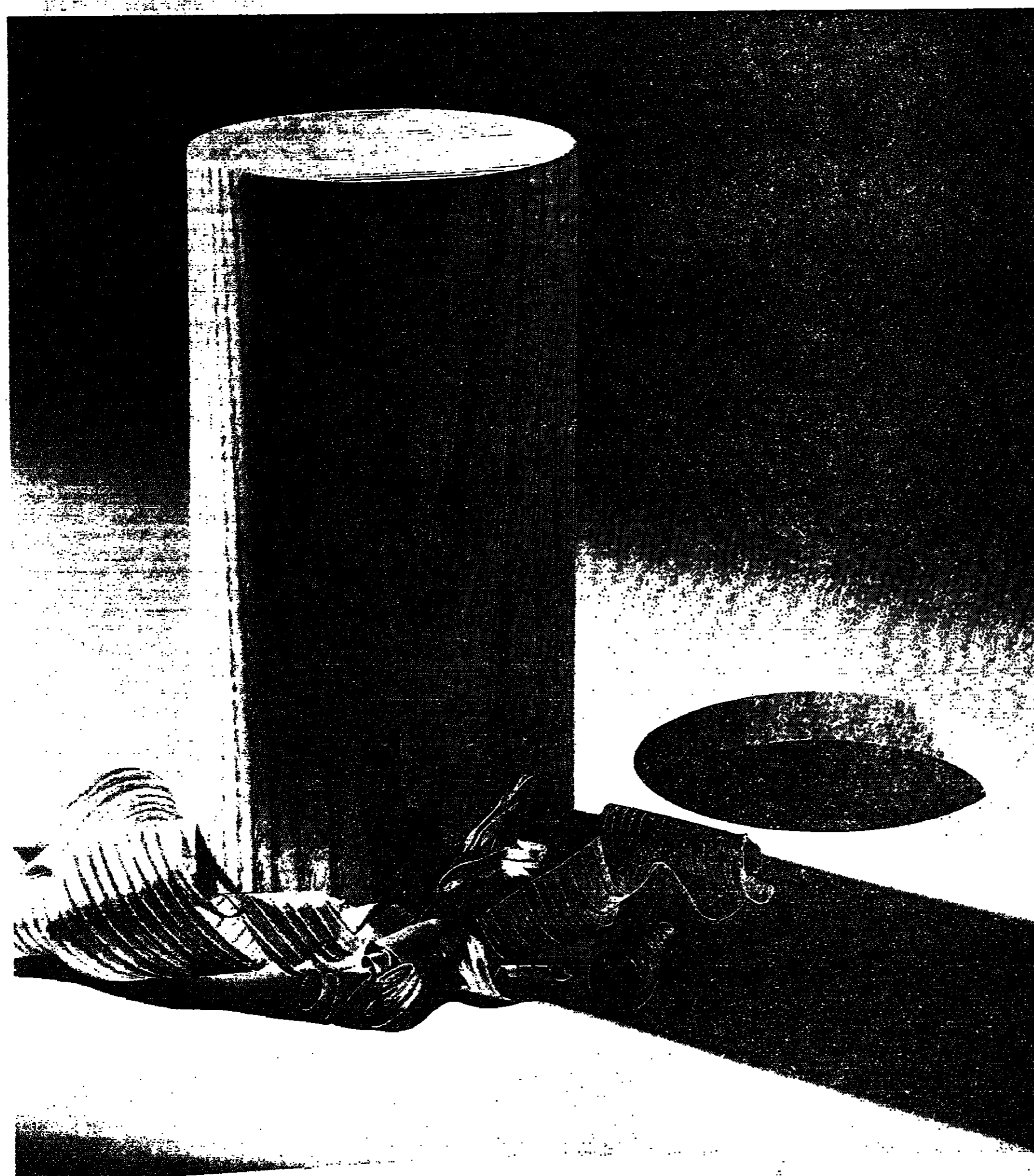
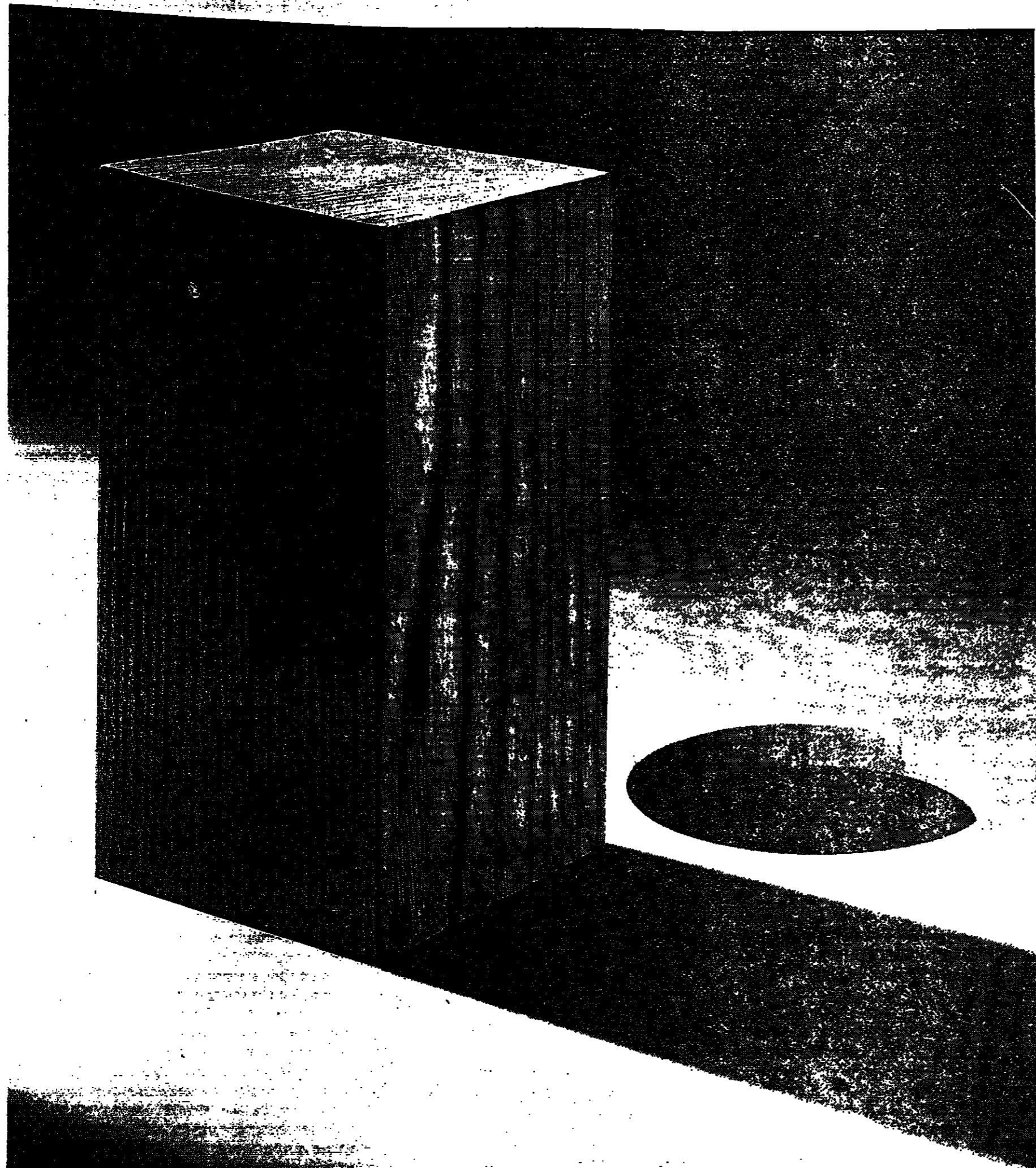
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Mexican opposition widens protest campaign as accusations mount of electoral fraud

100,000 gather to reject 'triumph' at polls by Salinas

From Alan Robinson, Mexico City About 100,000 supporters of the right-wing National Action Party marched through Mexico City on Saturday in a demonstration against alleged widespread fraud in last week's election. The crowd gathered in the city's central square, the Zócalo, and marched to the Independence Monument in Paseo de la Reforma as part of a mounting civil disobedience campaign called by opposition leaders. Right-wing demonstrators also joined left-wing protesters outside Televisa, the private television monopoly, which has concentrated its election reporting on the ruling party, virtually ignoring the opposition. Reports from the north of the country said that National Action Party members had begun blocking main roads in protest at the alleged fraud. The National Democratic Front candidate, Señor Cuauhtémoc Cárdenas, said electoral fraud had been "massive".



Señor Manuel Clouthier, candidate of the National Action Party, greeting some of the 100,000 people who marched through Mexico City on Saturday.

Peronists pick populist leader in primary upset

From Michael Llanos, Buenos Aires A rural party leader yesterday upset a city-based economist to win the first presidential primary ever held by Argentina's Peronist movement. Final figures released yesterday showed that Señor Carlos Menem, the underdog and Governor of the small province of La Rioja, polled 53 per cent of the Saturday vote. Señor Antonio Cafiero, the Governor of Buenos Aires, got 46 per cent of the two million votes. Defeating the party machine controlled by Señor Cafiero, Señor Menem, who draws most of his support from the grass-roots of the party and trade unions, won in 19 of the 24 electoral districts, including Señor Cafiero's own province. Less than 40 per cent of the 4.1 million members of the Peronist party voted. Some analysts had predicted a party split regardless of the outcome, but a victorious Señor Menem, aged 53, told supporters: "There are no defeated here." And Señor Cafiero, aged 65, said after acknowledging defeat that he would work to "get Carlos Menem into the presidency" in 1989. No incidents were reported during the nationwide primary, marking a break from Peronism's bloody in-fighting and candidates being picked directly by political and union leaders. Señor Menem, a self-styled political chieftain, will run against the Radical candidate, Señor Eduardo Angeloz, the Governor of Córdoba, in the presidential elections that are set for May 28, 1989. The two governors are friends, having studied law together, but the contrasts between them are stark. Señor Menem, with his rugged complexion and lamb-chop sideburns, emphasizes past glories and slogans made famous by Perón. Señor Angeloz, who looks more the traditional statesman, talks about leading Argentina into the 21st century through a technological revolution.

Falklands housing dispute puts future of contract labour at risk

Port Stanley (AP) - A dispute over accommodation for migrant workers in the Falkland Islands has put future contract labour from the island of St Helena at risk, say officials. The dispute is crucial for St Helena, the Atlantic island where Napoleon was exiled and whose inhabitants of mixed European, Asian and African origin are known as Saints. Like the Falklands, St Helena is a British colony, but work there is scarce and poorly paid, whereas the Falklands, now enjoying a fishing boom, is suffering from a labour shortage. The 14 workers from St Helena refused last Tuesday to move from temporary accommodation on the edge of Port Stanley, to other accommodation in a warehouse on a floating dock about three miles from the town. They have been given until 10am today to accept. The men ignored the instructions to move from Mr Charles Carter, superintendent of public works, and were suspended from work on half pay pending a resolution of the problem. Mr Gavin Short, chairman of the General Employees' Union,

backed the 14 by calling a support meeting on Thursday, which was well attended. In contrast to the past, when Falklanders opposed recruitment from St Helena, the meeting expressed unanimous support for the workers, who on arrival had joined the union, the only one in the Falklands. Mr John Crowie, a spokesman for the St Helena workers, said they were troubled by what they alleged was a fire risk in portable cabins placed inside the warehouse, which formed the accommodation prepared for them by the Falklands Government. "Also, it's so isolated and dark. We wouldn't know if it's daylight or evening. Besides that, it's noisy - ships bang against the side of the dock and generators are going all the time. We've never had such bad accommodation before, even when we worked on Ascension island," Mr Crowie said. Ascension, 3,500 miles north of the Falklands and 700 miles north-west of St Helena, is a staging post for flights to the Falklands and an important communications point and earth-satellite monitoring base. Most of St Helena's migrant workers are employed there and living conditions are cramped.

"Up to now I've been happy here," said another of the 14 workers, Mr Fred Duncan. "But now I'd be happy if the Government shipped us back home," he said. The other men in the group said they felt the same way. Mr Colin Redston, the Falklands acting chief executive, denied that there was a fire risk in the new accommodation. He said the government fire officer had produced a list of recommendations which had been implemented. St Helena's social services officer, Mrs Ivy Ellick, arrived in Stanley the day the 14 workers were suspended, bringing the names of 117 more Saints applying for work in the Falklands. "I'm very worried about this," Mrs Ellick said after talking to officials in Stanley. "Our economy on St Helena depends on whatever people we can get away to find work - our unemployment rate is very high." There are 130 Saints working in the Falklands at present, mostly in the public works department, the hospital and in catering and stores at the Mount Pleasant military airfield. The 14 workers have been allowed to stay where they are for the time being, provided they pay an extra £12 a week for electricity and cleaning, which the Government had met until the dispute. The men already pay £25.20 a week for their food. Mr Carter said he was surprised that the 14 men preferred their present accommodation, which required them to travel three miles to the floating dock for their meals. If the Saints' contracts were terminated it would be a serious blow to his department because of the labour shortage.

IS YOUR DEODORANT COSTING THE EARTH? If it's an aerosol, chances are it probably is. Most aerosols contain a propellant gas which scientists now believe is destroying the ozone layer. If you are concerned about the harmful effect that these aerosols are having on the ozone layer, you may like to consider Speed Stick or Lady Speed Stick as an alternative. Speed Stick and Lady Speed Stick are solid anti-perspirant - deodorants. They don't contain aerosol propellants of any kind, so you know they can't possibly damage the ozone layer. They glide on dry and because they're wide sticks, just a few strokes give you effective, day-long protection. Speed Stick offers a solid protection against wetness and odour. Lady Speed Stick gives a woman that same protection, but made gentle, especially for her. So, if you're concerned about aerosols, try the ozone safe alternative. SPEED STICK. LADY SPEED STICK. Safe for you. Safe for the ozone layer. by Mennen

Hong Kong campaign Lawyers to lobby Westminster MPs over draft constitution

From Thomson Prentice, Hong Kong The growing fears of millions of Hong Kong residents about their future under Chinese rule after Britain's withdrawal from the territory in 1997 will be brought home to the Government in London this week. Delegations representing the colony's legal profession will arrive tomorrow and on Wednesday to begin intensive lobbying of MPs before the crucial debate in the House of Commons next Friday on the draft constitution for Hong Kong recently put forward by the Chinese. The lawyers have already described the document as "fundamentally unacceptable" and say it will deny Hong Kong the high degree of autonomy it was promised in a Sino-British agreement signed three years ago. In addition, a pressure group of Hong Kong citizens, called the Observers, is travelling to London to warn that the present exodus of thousands of families will become a stampede unless the Government can persuade them that it is safe to stay. But at least 50,000 people are expected to quit the colony this year. About 100,000 have gone in the past four years and some predict that between 500,000 and a million will have fled before the handover in June, 1997. Those who leave are mainly young, talented, middle-class Chinese businessmen, professionals and their families, most of whose parents sought refuge in Hong Kong after the communist revolution in China 40 years ago. Of Hong Kong's population of 5.6 million, 98 per cent are Chinese and about half are either refugees or the descendants of refugees. Most still have relatives in China and are keenly aware of the huge gap in freedom and living standards between the communist and capitalist systems. "The people leaving here now are not running away from the unknown, they know exactly what they are escaping from," Mrs Emily Lau, an economics writer and member of the Observers group, said yesterday. "They are protecting their children's future as well as their own." Her half brother was killed by communists in the 1950s and her family lost everything during the revolution. "I



Sir David Wilson: Drew attention to guarantees. Sir David Wilson, the Governor of Hong Kong, has acknowledged the groundswell of anxiety and has drawn attention to the guarantees that the rights, freedoms and lifestyles of the population will be protected for 50 years after Britain's lease on the territory expires. Foreign investment continues to pour into the territory with the Japanese in particular increasing their stake. Many business leaders remain optimistic and see China not as a threat but as a huge new market with Hong Kong as the gateway to it. Hong Kong fears, page 14

ahead, travel agencies are overwhelmed and a new magazine providing emigration advice is being launched. Such activity is having a demoralizing effect on many who are staying behind, Dr Anthony Ng, a surgeon and local councillor said. "Some of them are resigned to communist rule because they don't have the money or the qualifications to get out," he said. "But many others are very resentful and they are like a time bomb ticking away. The nearer it gets to 1997, the more likely it is to explode on the streets of Hong Kong." Sir David Wilson, the Governor of Hong Kong, has acknowledged the groundswell of anxiety and has drawn attention to the guarantees that the rights, freedoms and lifestyles of the population will be protected for 50 years after Britain's lease on the territory expires. Foreign investment continues to pour into the territory with the Japanese in particular increasing their stake. Many business leaders remain optimistic and see China not as a threat but as a huge new market with Hong Kong as the gateway to it. Hong Kong fears, page 14

Angola peace talks move to New York

From Michael Hornsby Johannesburg Negotiators from Angola, Cuba, South Africa and the United States meet in New York today to pursue the search for peace in Angola and independence for Namibia, a former German colony which has been under South African control since the First World War. The meeting is the latest in a series that began on May 3 and 4 in London and the first since the fighting between South African forces and Cuban-supported Angolan troops on June 27 in and around the Caluque Dam, just inside Angola's south-western border. The clash came after several weeks of South African complaints about a build-up of Cuban troops in south-western Angola close to the border with Namibia, a region where they had previously not been deployed. Pretoria's delegation at the New York meeting, which is being held at the "experts level", is headed by the country's Director-General of Foreign Affairs, Mr Neil van Heerden, and the Chief of the Defence Force, General Jannie Geldenhuys. The Angolan and Cuban negotiators have not yet been named. The Americans, who have been acting as mediators in the talks, will be represented by Mr Chester Crocker, the Assistant Secretary of State for African Affairs. All parties have now accepted the principle of "linkage" between a withdrawal of Cuban troops from Angola and a South African pull-out from southern Angola and Namibia and the implementation of the United Nations independence plan for Namibia. There is still, however, a chasm to be bridged on the timetable. Pretoria is also trying to add a condition for granting independence to Namibia - the formation of a coalition government in Angola between the MPLA, the present rulers, and the South African-backed Unita forces of Dr Jonas Savimbi, which operate from bases in the south-western part of the country. Secret jet: South Africa has a secret new jet fighter which it hopes will tip the scales in the battle for air superiority in Angola, the Sunday Times, an independent Johannesburg newspaper said yesterday (Reuters reports). The paper said the aircraft was a modified version of South Africa's Cheesah jet, which is itself a locally-developed variant of the French Mirage III, and was a match for Soviet-built MIG-23 aircraft flown by Cuban pilots in Angola. Asked to comment on the report, a South Africa Air Force spokesman said: "It's part of a programme of conversion of Mirage IIIs into Cheesahs." A defence analyst said that until recently South Africa had a near-complete command of the air.

أخبار اليوم 11 يوليو 1988

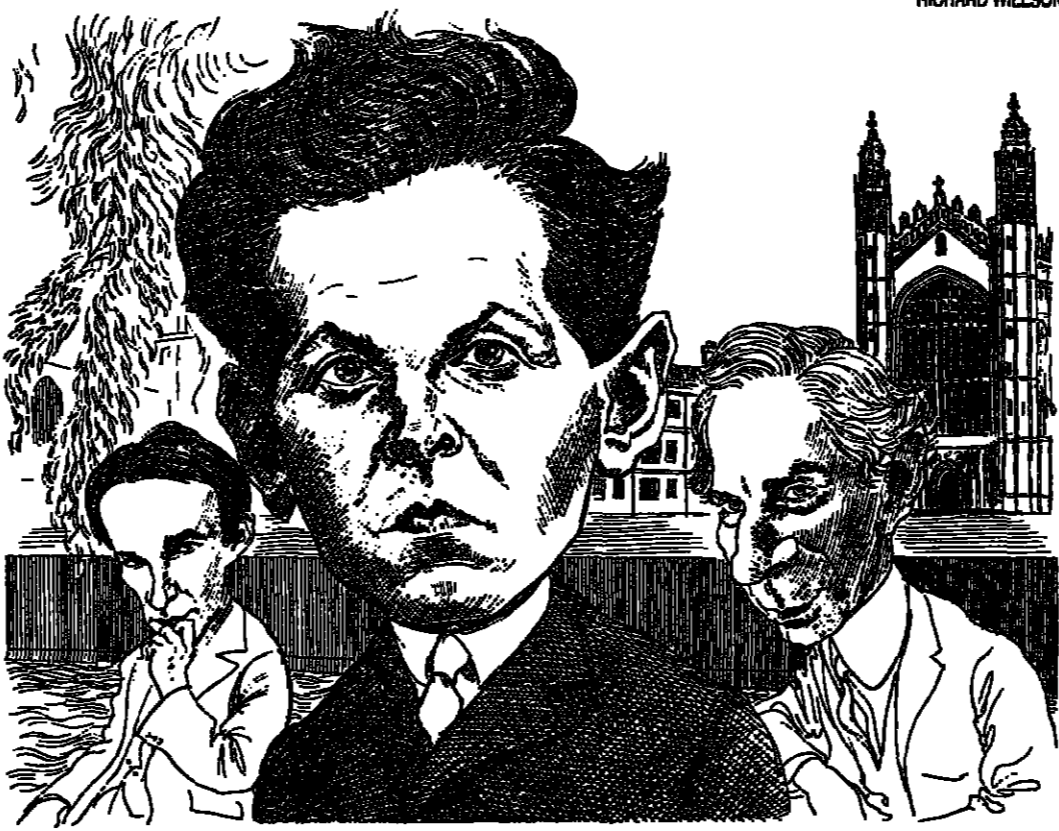
THE ARTS

Ludwig, just plain difficult

Wittgenstein is the central character in a novel exploring his philosophical revolution, Bryan Appleyard reports

Towards the end of Orson Welles's film Citizen Kane the anonymous journalist who has been trying to discover the significance of Kane's last word, "Rosebud", finally concedes defeat. A few moments later Welles gives us, the audience, the missing piece, but the revelation has already been subverted by the journalist's words, "I don't think any word can explain a man's life", and we are left holding nothing more than a completed jigsaw. The belief that the missing piece was all we needed was naive. It was such a realization of the incompleteness of all answers that nagged incessantly at the mind of Ludwig Wittgenstein throughout his life.

His lifetime, Tractatus Logico-Philosophicus in 1921, and the remainder of his writings were only assembled and issued in book form after his death in 1951. The most important of these posthumous publications was Philosophical Investigations, which some would claim to be one of the most powerful, moving and significant documents of our age. Next year will be the centenary of the philosopher's birth and, in anticipation, Secker & Warburg are about to publish a strange and possibly unique novel about his life. Bruce Duffy's The World As I Found It, an absorbing combination of philosophy and high-class soap opera, was published, to critical acclaim, in America last year. Its title derives from a remark by Wittgenstein in the Tractatus. "If I wrote a book called The World As I Found It," he wrote, "I should have to include a report on my body, and should have to say which parts were subordinate to my will, and which were not, etc. this being a method of isolating the subject, or rather of showing that in an important sense there is no subject; for it alone could not be mentioned in that book." Duffy's book is fiction — he



The mental wrestlers: left to right, G.E. Moore, restless Ludwig Wittgenstein, and Bertrand Russell

admits deliberately altering some facts for his own convenience, and clearly the detailed scene dramatizations must be largely invention — but its outlines are facts. Those facts concern, primarily, the weird and complex relationship between three men: Wittgenstein, Bertrand Russell and G.E. Moore. But there can be no doubt that the book has only one hero. The relationship began when Wittgenstein, born in Vienna to an immensely wealthy family, arrived in Cambridge in 1908 to study under Russell. Russell was already the great

philosopher of his day. His work on the foundations of mathematics and on logic had established him as the only man who could have dealt with the terrifyingly brilliant young Austrian. Moore, also at Cambridge, was another major philosopher. His main work had been in moral philosophy, but he was also, through his life, to worry away at the more fundamental problem of what we could, with any degree of certainty, know. Duffy's Moore is shy, modest and diffident; his Russell is flamboyant, compulsively promiscuous and intellectually vain. Wittgenstein, meanwhile, is just plain, bloody difficult.

When Wittgenstein picks holes in Moore's arguments, Moore retreats and then tries to re-establish his position. But Russell fights back, only in the end to be demoralized. In Duffy's version the effect of Wittgenstein is, ultimately, to turn Russell away from fundamental philosophy and towards the political and social moralizing of his later career. This is at the heart of Duffy's drama. Wittgenstein's early insight into the futility and irrelevance of much preceding philosophy as well as his unforgiving and uncompromising personality combine to corrode the confidence of Russell and Moore. It is an interpretation which would be anathema to A.J. Ayer.

RADIO America: images shaping reality

Having heard the first two of Christopher Fryling's seven-part America — The Movie (Radio 4, Saturdays) I know now what I had hitherto only suspected: in spite of all that university could do, my picture of American history consists mostly of what I have gleaned from the movies. As Fryling puts it, American cinema conveys "an informal history of the American people and what has been on its collective mind", but the emphasis is on "informal" for that history has been heavily re-fashioned before proceeding in its turn to refashion the model which gave it birth. Cowboys, for example, whom the cinema adapted as vehicles for a whole set of preoccupations, subsequently began to imitate the cinema in dress behaviour. And the imitation has become the image. All that was in part one. Part two was devoted to John Ford and told how romanticism and an obsession with historical accuracy combined to create a string of classic films. But the mixture led him into some odd situations: the historian in Ford insisted that, since the railway line from east to west was built by Chinese labour, that was what he would depict; but the romantic could not resist hiring the survivors of the original gangs, by then old men barely able to swing a pick. So America — The Movie is an absorbing subject superlatively well presented and scripted, with interview and archive woven by John Powell's production into something which itself has the flavour of the films it so eloquently recalls. Powell gives radio's well-known pictorial abilities a good deal of assistance: this is wide-screen, panoramic radio in full mega colour. In As It Looked Then (Radio 4, Saturdays) Sir Geoffrey Cox, founder of ITN, relies on the sound equivalent of black and white newsreel which, as we know, is in its own way incomparably evocative. As a young foreign correspondent, Sir Geoffrey had the luck to be at the right places at the time of the Anschluss in 1938 and the occupation of Czechoslovakia in 1939. His first talk brought back the life which he and his colourful colleagues led, and he reminded us how even in those times of crisis the newspaper proprietors were still able to exclude the BBC. Forbidden to broadcast news before 6pm, it was forced to rely on agencies for its reports and was simply not represented among the journalists in Vienna and Prague. It took the war to put a stop to that. If this is history seen with a sharp, objective eye, then A Short Walk From London To Venice (Radio 3, Sunday; producer, Piers Plowright) offered a view of early 17th century Europe akin to what might nowadays be provided by the better type of tourist. In 1608 Thomas Coryate, gentleman of Somerset, travelled on foot and horseback to Venice, the sight of which, he declared, he would not trade for any property in his native county. He published an account of his journey which, while Piers Steer had drawn this entertaining compilation. Here in a tone of faint righteousness, common in English travellers to this very day, he cautioned his fellow countrymen at length against the licentious ways of the natives. Their vices obviously fascinated him. David Wade

Sorry Joan, but wrong dynasty

TELEVISION At last the truth can be told. Blear-eyed from a night of mini-series I hit upon the solution to one of the great puzzles of the 20th century. Is Anastasia (BBC1) still alive? Did the Grand Duchesses survive the slaughter of the Romanovs in 1918? It is clear that she cannot be the wimp-like Amy Irving, who spent an hour or so hiding under the bed clothes to avoid the blinding glare of some of the flashiest scenery ever assembled on BBC1. Besides, anybody with the slightest knowledge of the Romanovs would have been able to spot that this Grand Duke Cyril was no more than an almost lifelike plastic model of Rex Harrison, and that Tsar Nicholas was somebody's joke about Karl Marx playing Omar Sharif. No, the line that gave it away came from George Hamilton in Monte Carlo. (ITV). "She says she's Russian but she speaks English like a Duchess." That's it! pretty conclusive, wouldn't you say? Anastasia, escaping from the assassination attempt, decided to become the mysterious Russian singer Katrina Petrovna. The role is especially convincing as she cannot sing at all. Yes, beyond a doubt Anastasia is none other than

Joan Collins, the pampered aristocrat who takes time off from her husky cabaret to rush home and send a few coded messages to British intelligence. Not very effectively, it must be admitted, for she does not prevent the English taking the highly milked step of sending in bombers to pick off the guests at a Monte Carlo Beach Club party. "What's your story?" said George. "I'm not a novel," said Joan, revealing she has not made up that Anastasia story. "I think I owe you an apology," said Joan, who co-produced this mini-series. "That's the first thing we've agreed on since we met," said George, speaking for us all. At least in Final Run (BBC2), the latest Irish thriller from the BBC, the plot was worth working out through the complex web of allusions and flashbacks in the first 10 minutes, and the drama was a good deal taster than the last Irish effort. Michael, who had been laundering money from an Irish bank to fund the IRA, ended up in prison, but had just been released with a quick change of identity to spy for the other side. The personal issues of including wife and child in this threatening saga were well drawn. Tim King's direction was highly strong. William Holmes

James Goldsmith has financed his first film. Marcel Berlins asks why Mogul who saved the whales

Sir James Goldsmith could easily afford to buy an entire film studio. Indeed, a few years ago, he nearly bought Columbia Pictures. Instead, one of the richest men in the world has entered the film industry quietly, without publicity. Filming has just finished on Sir James's first venture into cinema. Why The Whales Came, a working title likely soon to be changed, is modest in scope and, by the standards of today's film budgets, cheap at £2.25 million. Goldsmith's stake is £1.2 million. Film folk and finance pundits are puzzled. What, they ask, is he up to? Over the past few years he has divested himself of most of his corporate holdings. He sold almost all his shares before the October crash, and now spends much of his time building a spectacular house in Mexico. Is his entry into films the start of a comeback into mega-finance? Does he want to be the new saviour of the yet again declining British film industry? More sinister, does he see the cinema as a vehicle for his passionately expressed right-wing political views? "I have no movie mogul ambitions. It is not part of a business strategy. I have no great plans," he emphasized in his first and only interview on the subject. "I liked the story for personal and idio-



Outcast: Paul Scofield as a lonely, old man in Why The Whales Came.

syncratic reasons; and I liked the time of the film's action, the start of the First World War, the whales come again. It is also a gentle, moving story of an old and lonely man, played by Paul Scofield, and his friendship with two young children. The film, which also stars Helen Mirren, David Schofield and David Threlfall, will be released before Christmas. "It has two elements which particularly appeal to me," says Goldsmith. "One is the story of a man: deaf and alone, an outcast whom the islanders consider a lunatic, and dangerous. But in reality this man is full of wisdom. The other aspect that appeals is the story of the destruction of the

whales and the damage it's done to the local community. It's an overwhelming symbol." Goldsmith insisted that he would put up his stake only if nearly half the finance was raised from other sources. The film's director, Clive Rees, who originated the project, has risked a substantial amount of his own money. An award-winning director of commercials, including the Esso Tiger ones, he has never before directed a feature. Central Television bought the television rights and most of the balance has come from an American financier, Charles H Keating Jr. In charge of this and any future Goldsmith film or television projects is Geoffrey Wansell, a former journalist on The Times, and twice Goldsmith's biographer (as well as Cary Grant's). Wansell is looking as much to Europe as to America for future films under the Golden Swan banner (named after the Frankfurt ghetto home of Goldsmith's ancestors). "I am convinced that high quality British-made English-language films have a tremendous potential in Europe, both in cinemas and in the greatly expanding television market." Goldsmith sums up his ambitions thus: "I'm delighted to do things which I find agreeable as a concept and agreeable as to the people involved. Films will be chosen on a purely idiosyncratic basis by a man who is semi-retired and has enough money to lose if necessary. They will be the kind of films that fit in with my own views — I don't mean political views, we're not going to make political films — and I will never put money into a project whose themes or action shock me."

Advertisement for 'TOO CLEVER BY HALF THE OLD VIC' featuring Rodney Ackland. The ad includes the text 'BRILLIANT PRODUCTION', 'STARTLINGLY ORIGINAL PHYSICALLY EXTRAORDINARY', 'ELECTRIFYING', 'TRIUMPHANT', and 'OUTRAGEOUS'. It also mentions 'OSTROVSKY'S' and 'SEE IT! Daily Mail'.

Advertisement for JAZZ featuring Al Green at Hammersmith Odeon. The text describes his performance as 'more than a decade since Al Green gave up singing million-selling secular soul songs in favour of a full-time devotion to gospel music'.

Advertisement for ROCK featuring John Lee Hooker at Hammersmith Odeon. The text describes him as 'the last of the pivotal American performers who migrated from the rural South to the urban North in the Forties'.

Advertisement for ROCK featuring David Sinclair. The text describes his performance as 'band rendering it as a typically taut, wiggly boogie'.

Advertisement for 'WHY MRS RODRIGUES "STEALS" CHAIRS.' featuring a photograph of Mrs. Rodrigues. The text describes her condition and the services offered by The Royal Hospital and Home, Putney, including help with mobility and daily living.

MONDAY PAGE

Marrying the company

She also works who stays at home — and so do the satellite industries which are coaxing and coaching the corporate wife into a comeback. Victoria McKee reports

It is a truth almost universally acknowledged that a single man in want of more than a middle management position must also be in possession of a wife: and when ambition and competition collide, the archetypal job-share scheme is seen as economic sense.

It is no coincidence, the British Institute of Management believes, that 81 per cent of nearly 3,000 top executives who participated in its "profile of British Industry" survey published this year were married or re-married — with only 12 per cent single and 7 per cent divorced or separated.

Officially, companies hotly deny that a man's marital status might be the most persuasive item on his CV. IBM protests that the concept of the corporate wife does not compute in its scheme of things. ICI becomes inflamed at the implication that it might be flouting the Equal Opportunities Act. The Confederation of British Industry expresses itself appalled at the very suggestion that its members may be promoted on more than personal merit. But off the record even the stiffest spokesmen unbend enough to admit that a wholly successful corporate, political or army career usually requires a "better half". "We may not exactly interview the wife but we make sure she comes out to dinner before we finalize the offer," one revealed. "You can't get above a certain rank without a wife who passes muster," another acknowledged.

Jean Denton, who made it to the board of Austin Rover alone and is now with Burson-Marsteller, says: "Young men today are recognizing that two heads are better than one. And if you're both working, who lets the gas fitter in?"

Miranda Hoskyns, the wife of the director general of the Institute of Directors, Sir John Hoskyns, says she "deplores" the idea of the wife as accessory to a man's career and thinks working women are much more of an asset "because they have

so much more to talk about. But when John got this job it was made clear to me that it would be a good thing if I helped him".

As a freelance artist and print-maker, Lady Hoskyns has a pretty dynamic career of her own. "I may have got a lot further in my career if I hadn't taken such an interest in his," she admits, "but if I've sacrificed anything, I've done so entirely voluntarily."

Sharon Bamford, the 29-year-old wife of a 37-year-old oil company executive, gave up a career in marketing when she married. "I suppose I am a corporate wife," she says. "I enjoy it. When you marry someone in the oil industry it must be with that attitude. I'm happy to do hosting and weekend entertaining — I suppose we have business guests staying with us nearly every other weekend."

The mother of two young children, Bamford now runs a Montessori nursery school from a barn on her Scottish coastal farm, and speaks several languages fluently. "We hosted a dinner for a group of Indonesians that Tony was trying to woo and it was undoubtedly good for business that I could converse with them in Indonesian," she recalls.

Bamford thinks the fact that she had a flourishing career before she married has added to her enjoyment of her new "job".

Not all corporate wives are as happy, says Julia Eccles of Harrods' Executive Service. "Corporate wives require more confidence than an average housewife," she believes, and many of the women who come to her for advice on their wardrobe feel "intimidated" by their role. "They don't know what to wear for occasions like Ascot and Henley and Wimbledon." (A suit for Ascot, a floaty dress for Henley and a casual white skirt and cotton sweater for Wimbledon: "Nobody dresses for Wimbledon any more.")

Susie Faux, who runs the Wardrobe fashion consultancy, is aware of the hostility among women who come to her at their husband's instigation. "There can be a lot of resentment when they're catapulted into the social limelight because their husband has suddenly reached the level he may have neglected them to attain. One couldn't lose weight, although she knew her husband loathed her size. Another burst into tears and said: 'My husband sent me — I didn't want to come!'"

Wendy Walden, who runs an Executive Wives programme, calls herself "a headhunter in reverse". A



Sharon Bamford: "I am a corporate wife and I enjoy it. I'm happy to do weekend entertaining"

Mary Spillane, of Colour Me Beautiful image consultants, also numbers corporate wives among her most devoted disciples and plays the role herself, on occasion, for her merchant banker husband. "I use my married name and talk about children and gardening and never mention what I do because it makes people nervous." Younger women come to her of their own accord, apparently, but older wives, she says, are often pushed into it by their husbands.

PR consultant who primarily works on raising the profile of executives. Helping their wives, she discovered, could be a profitable sideline at £185 for three two-hour sessions if the wives pay, but £450 if the company settles the bill.

She says that the women who come to her range in age from 24 to 60. "Recently I had great success with a 31-year-old stockbroker's wife who was totally left behind by her husband's whirlwind rise but is now a marvellous hostess. You'd never guess until you see her light a cigarette at the end and say 'Thank God that's over', that she hates it."

"What I didn't expect in this day and age was that there were so many young girls prepared to give up promising careers for their husbands." Walden, married to a dentist — for whose advancement she hasn't had to do much more, she agrees, than smile sweetly and show a presentable set of teeth — advises her wives to keep a diary with details of their husband's business associates such as family birthdays, holidays and hobbies, and to scan

the newspapers for suitable topics of conversation. She will research their husband's companies for them and help them understand the construction or engineering business so that they can converse intelligently about it, but she draws the line at recommending elocution lessons. Nevertheless, Philippa Davies, a voice therapist working in London, says she gets many anxious wives coming to her to coach them out of an unwanted regional accent or down an octave. "So many say their husband doesn't like the sound of their voice at dinner parties," Davies says. "Some have been press-ganged into coming, and to be honest I don't encourage them."

Ashley Crystal, an American married to a British barrister, runs "Today's Woman" seminars on "personal presentation" for £75 a day.

Top corporate wives make up a substantial part of her business, but she does not like to use the term "self-improvement". "I call it 'Be good to yourself,'" Crystal says, "because if you are, you'll have more to give to your husband and children."

Make mine a perfect one



PENNY PERRICK

Well, of course, Dr Ian Jessiman is quite right. He is the GP from Bromley, Kent, who addressed the British Medical Association's annual representative meeting in Norwich last week and warned of the dangers of creating "designer children".

Apparently, the boundaries of genetic engineering are shifting so rapidly that soon it might be perfectly possible to turn up at the gynaecologist's consulting room demanding a darling little baby with blue eyes and blonde ringlets instead of the bald, squawking number that nature intended you to have.

Dr Jessiman considers this to be a sorry state of affairs and all right-thinking people would agree. And yet, and yet... is there a child in the world who, at some stage, hasn't been convinced that when he was a baby he was taken away from his rightful parents by the gypsies and handed up with this couple whom he is expected to call "Mummy" and "Daddy", but can't be any kin of his since they cruelly stop him from watching *The A Team* and scrutinize the back of his neck for ingrained grime?

And is there a parent in the world who hasn't, for a moment or two at least, wondered whether there wasn't some dreadful mix-up in the maternity ward? How else explain why their son, brought up in a household where the sound of the Amadeus Quartet waits serenely around the drawing room, spends days at a time in his pigsty of a bedroom listening to the Pet Shop Boys?

A bit of designer genetics could improve the situation. A little dabbling about with cells could ensure that your children were undeniably stamped in your own best image. You would be able to pass on your thick eyelashes, talent to amuse and interesting interpretation of the work of Kingsley Amis, while eliminating forever your knock knees, state of ignorance about contemporary drama and craving for Crunchie bars.

And while one is tampering, one could be improving the universal design of babies, as well as coping with bespoke orders. I see no reason why one should not implant a cell which ensures that babies arrive fully house-trained. Getting a baby out of nappies is a full-time and none-too-pleasant job. The last time I tried it the result was total victory for the baby who, having screamed her head off at the sight of a potty-chair, finally took to sitting fully dressed in the hole wearing the potty on her head.

In spite of their less civilized habits, on the whole, I prefer babies to adults. Babies do not get over-excited about Wimbledon, do not give dinner parties, do not give their opinion of late Picasso. Babies go to bed early, will listen to all your favourite fairy stories and do not mind eating pureed chicken and mashed potato four meals in a row.

Also, babies grow into gloriously unpredictable children. Nothing is more satisfying than to watch striving, competitive parents ensure that their little ones go to the right school, the right dancing class and the right birthday parties, only to see them develop phoney Cockney accents and insist that all they want to do is drift their life away on a Welsh hill farm growing organic rhubarb. Similarly, as I have often observed, the children of lazy drifters become round-the-clock commodity dealers, so it all works out even.

The benefits of genetic engineering would undoubtedly be greater if they were applied to adults. Man (and woman) kind would be much improved if it could be programmed to say, "I think it's time we went home" rather than "let's all go on to Annabel's", and to behave with decorum at the Harrods sale.



There'll be snow in Cambridge this summer

"Ring Road" by Andrew Wyeth is one of the paintings in "An American Vision: Three Generations of Wyeth Art" at the Fitzwilliam Museum, Cambridge, between 12th July and 29th August 1988.

Each generation of this renowned family of American artists has achieved broad recognition.

This collection of the work of N.C. Wyeth, his son Andrew and grandson James has been touring the world for the last two years. It gives an extraordinary view of an enduring tradition of American life that spans a century of change.

The sponsor, AT&T, has been part of Amer-

ican life during that century — as a leader in communications technology and a sponsor of the arts.

AT&T is therefore particularly pleased to present this exhibition, organised by the Brandywine River Museum in Chadds Ford, Pennsylvania.



ANNOUNCEMENTS & PERSONAL

The Will of the Lord is strength to the weak...

BIRTHS

BERLAND - On June 30th 1988, at Mount Alvernia Hospital...

ANNIVERSARIES

YVONNE - On July 11th 1947, at St. Peter's Church...

DEATHS

ALDERMAN - On July 1st 1988, suddenly at home...

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PUBLIC NOTICES ELECTIONS OF SPECIAL AND CERTAIN DISTRICT MEMBERS...

OVERSEAS TRAVEL ABOVE-AVERAGE DISCOUNTS...

OVERSEAS TRAVEL ABOVE-AVERAGE DISCOUNTS...

OVERSEAS TRAVEL ABOVE-AVERAGE DISCOUNTS...

PUBLIC NOTICES ELECTIONS OF SPECIAL AND CERTAIN DISTRICT MEMBERS...

PUBLIC NOTICES ELECTIONS OF SPECIAL AND CERTAIN DISTRICT MEMBERS...

LEGAL NOTICES NOTICE OF APPOINTMENT OF LIQUIDATOR...

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LEGAL NOTICES NOTICE OF APPOINTMENT OF LIQUIDATOR...

TELEVISION AND RADIO

Compiled by Peter Dear and Jane Rackham

- BBC1
6.00 Ceefax AM
6.40 Edgar Kennedy in Kitchen
7.00 Breakfast Time with John Stapleton and Kirsty Wark

- ITV/LONDON
6.00 TV-am begins with The Morning Programme introduced by Richard Kay
6.30 Reporting London investigates the capital's 100th birthday



Warren Mitchell (with the late Dandy Nichols in his celebrated portrayal of the bigoted Alf Garnett) narrates a documentary on the cinema's treatment of the East End (C4, 10.50pm)

- BBC2
6.55 Open University: Maths - Conics 7.20 Seventeenth-Century England. Ends at 7.45.
8.00 Ceefax
12.30 Open University: An Introduction to Information Technology 12.55

- CHANNEL 4
12.00 Just 4 Fun. Children's entertainment.
12.30 Business Daily
1.00 Sesame Street. Pre-school learning series. The guests include Lily Tomlin.

Cockneys on celluloid

Eastenders Against the Grain (Channel 4, 10.50pm) is a film by Alex Kossovoff which examines the portrayal of the people of the East End of London in the cinema and on video. He has assembled an impressive range of examples, not all of them predictable.

- BBC1
6.00 Ceefax AM
6.40 Edgar Kennedy in Kitchen
7.00 Breakfast Time with John Stapleton and Kirsty Wark

- VARIATIONS
GRANADA As London except 12.00am
12.00am The Last Best Thing
12.00am The Last Best Thing
12.00am The Last Best Thing

Skulls and crosstalk

For sheer verbal volume, James Saunders's dramatization of Thomas Love Peacock's satirical novel Headlong Hall (Radio 4, 8.15pm) must set a world record for radio. Much of it is circumlocution, if not gobbledook, and therein lies its strength because the point Peacock makes is that when two philosophers meet, they can generate enough wind-baggy to power every windmill in Holland.

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Radio 1
Radio 2
Radio 3
Radio 4
MW (medium wave) Stereo on VHF (see below)
6.55 Weather, News Headlines
7.00 Morning Concert: Rossini's Phaedra under Guelfini

Radio 1
Radio 2
Radio 3
Radio 4
MW (medium wave) Stereo on VHF (see below)
6.55 Weather, News Headlines
7.00 Morning Concert: Rossini's Phaedra under Guelfini

CHANGE ON WEEK	
FT 30 Share	1506.8 (+21.7)
FT-SE 100	1877.2 (+19.0)
USM (Datastream)	163.72 (+1.69)
US dollar	1.7010 (+0.0005)
W German mark	3.1188 (+0.0247)
Trade-weighted	75.2 (+0.2)

Executive Editor
David Brewerton

Call for a new world tin group

Only days after the High Court forced the International Tin Council to effectively close down its Piccadilly headquarters, Indonesia has proposed that a new world tin body should be set up in Jakarta.

Mr Gimanjar Kartasasmita, the Indonesian minister for mines and energy, said the proposal would be discussed in Geneva in November by the International Tin Study Group, representing 30 tin producers and consumer countries seeking to establish an organization to replace the insolvent ITC.

Initial thinking on an ITC alternative came earlier this year from the United Nations Conference on Trade and Development.

NEI in joint venture with US company

Northern Engineering Industries, the Newcastle upon Tyne engineering and power plant group, is forming a joint venture with Combustion Engineering, a US company from Stamford, Connecticut.

Von Cramer's computer stake 'up for sale'

The near-30 per cent stake held by Mr Guy von Cramer in Spectrum Group, the Hitchen, Herts, computer distributor, was yesterday understood to be up for sale, while Mr Cramer could be leaving the board today.

Change likely in Berkeley Govett team

A management reshuffle is expected today at Berkeley Govett, the asset management group.

City fears of isolation in unified EEC

By David Smith, Economics Correspondent

The City is growing increasingly worried that Mrs Thatcher's reluctance to embrace full membership of the European Monetary System and moves towards a European central bank will leave the London financial markets out in the cold.

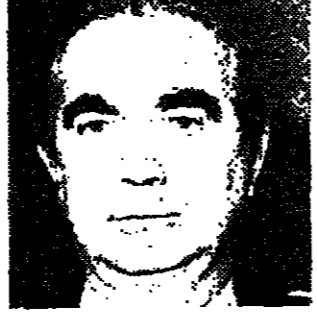
other EEC members are raising the stakes for the UK. Not only will Britain remain absent from the exchange rate mechanism of the EMS but it will be confronted with the possibility of the system developing in a way which gives much greater autonomy to central banks, individually and collectively, than is the case here.

UK banks seek accord over capital adequacy

By Colin Narbrough

British banks are hoping that the meeting of central bankers in Basle today will achieve an accord on capital adequacy ratios for the large banks, but fear West German caution could still postpone an agreement.

While this would oblige many countries to tighten capital adequacy standards, West Germany regards the definition of capital as over-liberal and could demand a five-year period in which to bring its rules into line, taking it beyond 1992, when Community-wide banking rules should come into force.



Peter Cooke: seeks safeguard

Lawson to warn on inflation

By Rodney Lord, Economics Editor

Mr Nigel Lawson, the Chancellor of the Exchequer, will warn his Cabinet colleagues on Thursday of a potential resurgence of inflation.

Last week's local authority settlement will add £1.5 billion to provisions for local authority expenditure, while the knock-on effect next year of this year's public sector pay awards could add another £1 billion.

MGM film studio to be sold in \$200m deal

From Ivor Davis, Los Angeles

The legendary Metro-Goldwyn-Mayer film studio and its roaring lion trademark are being sold off by its parent group, in a complex deal that would raise more than \$200 million (£117 million) but leave the famous studio in veteran Hollywood hands.



bankroll further television and film projects.

A formal announcement of the sale is expected today, the Los Angeles Times said yesterday. The deal would see Mr Burt Sugarman, an investor, and two successful producers, Mr Jon Peters and Mr Peter Guber, ending up with 25 per cent of the company, according to industry sources.

Mr Kirk Kerkorian, who owns 82 per cent of the parent MGM-United Artists, will personally buy the balance of the financially burdened MGM film studio, after first offering its shares to shareholders of the parent company.

Hollywood, MGM-UA shares closed at \$15.75 each, up almost \$1, valuing the group at \$787.5 million.

If the deal goes through, shareholders of the MGM-UA parent corporation will still own the studio's United Artists, along with its library of 950 films, including the Rocky and Pink Panther shows.



Filling up: Tom Harrison, the chairman of Norfolk House (Photograph: James Morgan)

Norfolk House to purchase East Midlands petrol chain

By Cliff Feltham

Mr Tom Harrison, who floated Norfolk House Group, his specialist property company, on the Unlisted Securities Market this year, is making another acquisition.

stations, preferring to use shares to make a larger acquisition later. The group operates through three divisions, property, petrol forecourt management, and retail sales promotion.

Task force to help British in Japan

By Our City Staff

A task force has been set up by the Japanese to assist British companies to sell in Japan, after a weekend meeting between business leaders and ministers from the two countries.

Property rise may revive takeovers

By Our City Staff

Escalating property values may spark a revival of takeover activity in the investment property sector.

KIO may cut BP stake, says bank chief

Kuwait (Reuter) - Kuwait might reduce its controversial 22 per cent stake in British Petroleum if conditions were right, the governor of the country's central bank said.

The London-based Kuwait Investment Office (KIO) began buying shares in BP last October, after the stock market collapse dashed investor interest in the share offer.

Berkertex likely to win Ellis

Agreement to the £40.8 million bid for Ellis & Goldstein, the clothing company, by Berkertex Holdings, the private clothing group, is expected today after Berkertex directors were invited to a meeting with Ellis & Goldstein yesterday.

Mr Alistair Defriez of SG Warburg, the merchant bank acting for Berkertex, said yesterday: "Being a Sunday afternoon it is taking a while to collect all the relevant directors. But we are expecting Ellis & Goldstein to agree to our final offer. We are prepared to discuss details but the price will not be raised."

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Table with columns: No., Company, Group, Gain or loss. Lists various stocks and their performance.

Please take into account any minus signs

Weekly Dividend table with columns: MON, TUE, WED, THU, FRI, SAT, SUN, Total.

BRITISH FUNDS table with columns: Stock, Price, Change, %.

SHORTS (Under Five Years) table with columns: Stock, Price, Change, %.

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FIVE TO FIFTEEN YEARS table with columns: Stock, Price, Change, %.

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OVER FIFTEEN YEARS table with columns: Stock, Price, Change, %.

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STOCK EXCHANGE PRICES Capitalization and change on week

(Current market price multiplied by the number of shares in issue for the stock quoted) ACCOUNT DATES: Dealings began July 4. Dealings end July 15. Contango day July 18. Settlement day July 25. Forward bargains are permitted on two previous business days.

Prices are Friday's middle prices. Change, dividend, yield and P/E ratios are calculated on middle prices. (a) denotes Alpha Stocks.

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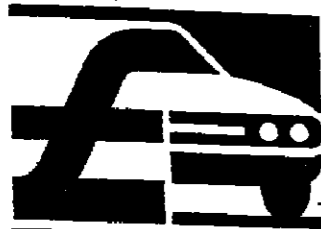
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Buying an image on a budget



As the tax goes up on company cars, executives are having more say in what cars, even foreign, they will drive, reports Daniel Ward

A budget of £12,000-£20,000 is enough to buy an executive car, either a well-equipped British badge model or an image-enhancing BMW or Mercedes. Both sporty and sedate styles are available to the executive, who is almost certainly spending company money.

The price alone used to restrict most executives to the home-grown Rovers and Ford Granadas. But the market is changing. As the Chancellor raises the taxation on company cars, so their drivers demand more say in which car they drive.

Companies are also being forced increasingly to provide "perk cars" as a tax-efficient way of keeping key staff.

Yet there is no point in blunting the point of this recruitment tool by offering an angular Volvo 700 series to the man who aspires to a sporty BMW 3 series. Hence the choice is widening.

For many companies, the first step is to include EEC-produced cars on the executive car list, which already features the German-built Vauxhall Carlton/Senator and Ford Granada. And once Audi and small BMWs start to appear in the executive car park, it is obvious to include the Swedish Saab and Volvo.

When a director demands a Volvo because it is one of the few large estate cars on the market, no fleet manager is going to argue.

Where a choice is offered, foreign models are strongly favoured because, in most people's minds, a BMW, say, is less obviously a company car than a Rover.

Customer clinics by one top car maker produced the surprising result that executive car drivers are more concerned with image and status than what a car looks like.

Even BMW and Mercedes failed to receive high marks for styling, which was judged uninspiring. It is the reputation of these German marques that counts.

Inevitably, their high pricing excludes them from challenging the best-selling Fords and Vauxhalls, but they enjoy a growing share of the executive market. Volvo has shown it is prepared to develop specific models in order to woo the British company car buyer.

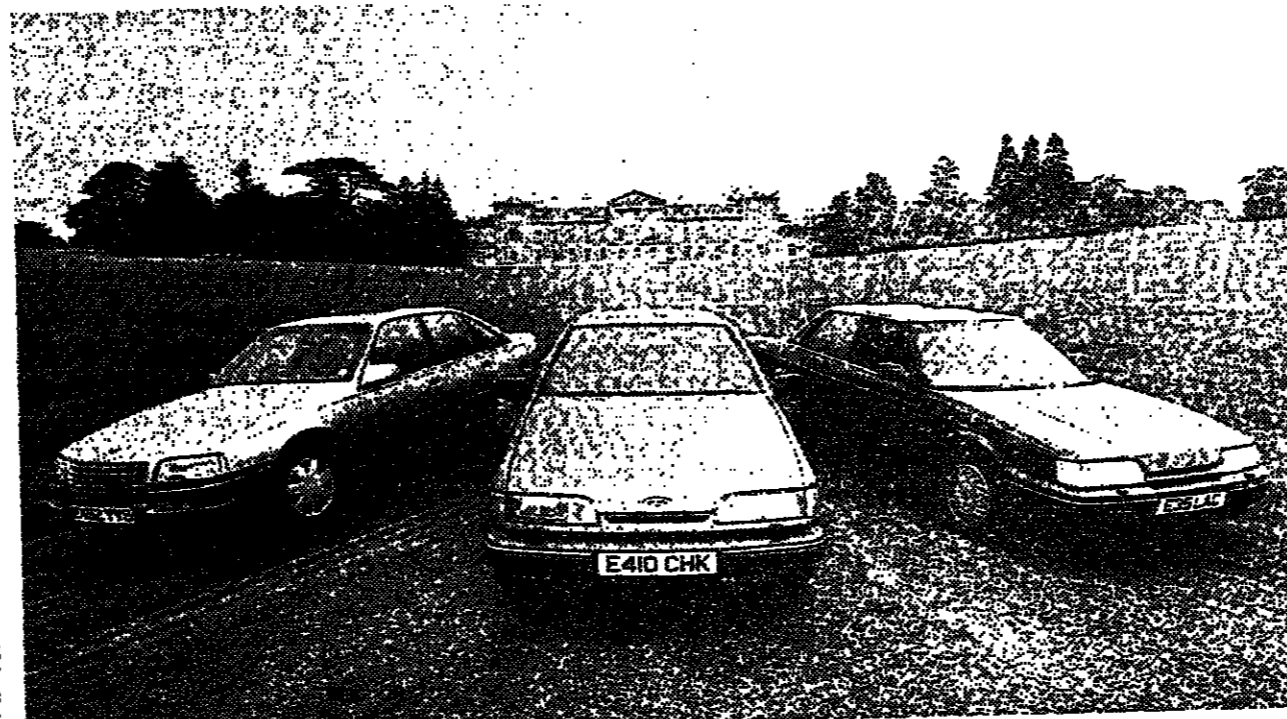
By introducing a 2-litre version, the company is able to offer a 740GL for £12,280, £500 less than Vauxhall's 2-litre Carlton GL. Because Volvo's only obvious opposition in the large-estate-car sector comes from the Carlton, estates account for a significant proportion of the 700 series sales.

By combining sales of the ageing 200 series and the square-shouldered 700 series, Volvo stands in third place in the executive class this year, headed only by the Ford Granada and Vauxhall Carlton/Senator models.

Ford's market share has slipped in the last year as new rivals have appeared. The Granada's engines are seen as long in the tooth compared with the opposition.

Ford is developing a saloon version of the Granada because this seems the most acceptable design configuration for executive cars.

The Carlton has become the archetypal company car for rising executives, helped by its large modern appearance and good road-holding. Its owner has clearly risen from the



German-built executive cars, Vauxhall Senator, left, and Ford Granada, and right, home-grown Rover 827

massed ranks of Sierra and Cavalier drivers.

Strangely, the 2.5/3-litre Senator is finding the going less easy and sales are markedly lower than for the six-cylinder Rovers that account for a third of all the 800 models sold.

The 800 is set to make further ground in this class with the launch of its Fastback range, which for the first time extends the range down to the 820 powered by an 8 valve O series engine. At the top end, the old Vitesse now has a successor based on the new hatchback body.

At £20,000, it epitomizes the choice facing the executive car buyer. With less equipment and performance a 2.9-litre Jaguar XJ6 could be had for the same sum; a more compact BMW 325i with money to spare or stretching the budget would bring the handsome new 5 series into reach.

Few people choose the well-equipped Jaguar 2.9 Sovereign, but the standard model is undoubtedly attractively priced at £19,200.

France and Italy have never managed to sell many executive cars in Britain, having

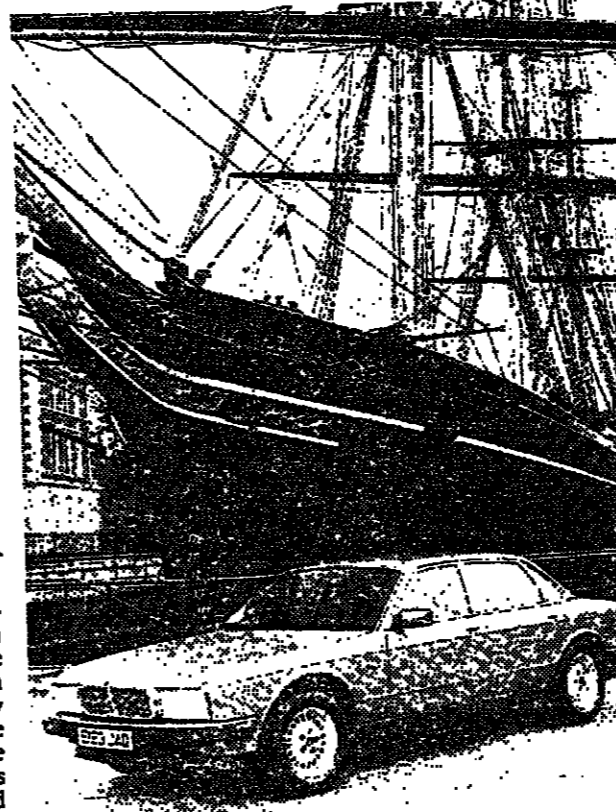
failed to establish any worthy image for cars that are perceived as capacious but ultimately mass-produced. The models, such as the Renault 25 and Fiat Croma, are invariably positioned at the lower end of the sector, commanding lower prices than rivals.

The Lancia Thema deserves better recognition for its style and high level of equipment. The exception to this could be the forthcoming Alfa Romeo 164 - the best model to come from the Milan company for some time.

But these cars are being chased and may soon be overshadowed by the Japanese executive cars. In engineering terms, cars such as the Honda Legend and Toyota Camry are already a match for many of the European cars.

What will limit their penetration into the European executive car bastion is the expectation that larger British companies will retain a "Buy European" policy for the future, thereby leaving the Japanese to pitch for sales among the self-employed and smaller firms in this sector.

The author is Motor Industry Correspondent of The Times



Jaguar Sovereign 3.6: The badge on the bonnet counts

Battle of the Big Three

ROS DRINKWATER

Together, the Big Three - Ford Granada, the Rover 800 series and Vauxhall Carlton - accounted for between five and six out of every 10 executive car sales in 1987, depending on how divisions are drawn.

But somewhat lost in the euphoria is the fact that the benefits are not equitably distributed among them.

Ford, for instance, has seen its Granada range - the long-standing UK market leader in this segment with approximately 20 per cent of registrations - slide six per cent in sales against the rising trend.

The performance of the Rover Group's 800 series, accounting for about one in eight executive class sales, has not lived up to expectations.

The gainer all along has been Vauxhall, whose Carlton, cashing in on the success of the Cavalier in the fleet market, has proved a much bigger hit than expected.

Though one should be wary of placing too much importance on interim figures, the Vauxhall does indeed have the form of a winner. Sales returns for the first five months of this year show the Carlton/Senator some 50 per cent up on the equivalent period last year, and only a few hundred units short of the Granada's year-to-date total of 15,841.

The Rover 800, meanwhile, is lagging well behind in third place, though if one extrapolates the five-month figures to the end of the year all three contenders should finish well ahead of their 1987 totals.

As a predominantly company-based vehicle, there can be no doubt that the Granada has been hit harder by the Carlton than has the Rover, while considered solely from the technical viewpoint the Ford is now beginning to seem mechanically unrefined in relation to its opposition.

In particular, the 2-litre fuel-injection "tax-break" en-

gine, the choice of 40 per cent of Granada customers, is unsophisticated and delivers mediocre performance when compared with Rover's advanced 16-valve unit.

Engines are, in fact, Ford's weak suit throughout, with both 2.4 and 2.9-litre V6s failing to deliver the speed or the refinement required in an executive car. And sadly, there is little evidence to suggest that Ford's pioneering fitment of anti-lock braking as standard on all Granadas (it's up to £1,100 extra on most rivals) has been of any material marketing benefit.

A big headache for every Ford marketing man must be the company's lack of a large estate car. Though the Vauxhall Carlton estate accounts for only one in seven of GM executive car sales it is nevertheless an important asset.

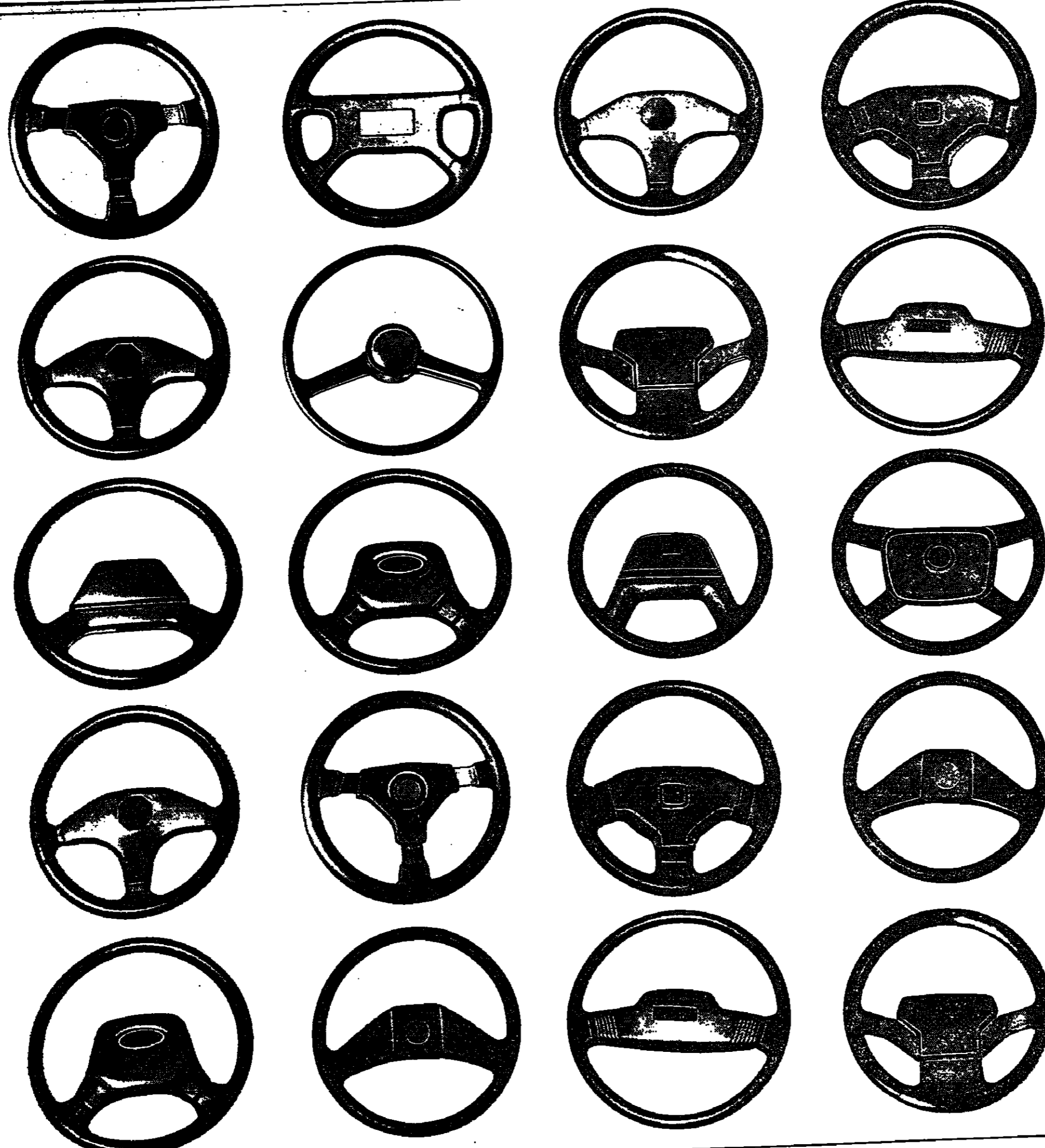
If Vauxhall has a weak area it's in the image its cars project: even the top £20,000 Senator, with advanced automatic and electronically regulated suspension, is uncomfortably bland in design and finish, both inside and out, though in common with the gaudily-kitted Carlton GSi 3000, it drives nearly as enjoyably as a big BMW.

In terms of finish, quality of materials, and perceived luxury there can be no doubt that the Rover leads its rivals.

Rover's 800 has what on the face of it seems an ideal portfolio of assets - advanced engines, especially the recently enlarged Honda V6, sophisticated chassis design, tasteful quality interior treatment, and strong performance.

Yet any analysis of why the range has failed to achieve its targets must necessarily home on the traditional Rover bogey - perceived, and all too often actual, unreliability.

Tony Lewin



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MARK ELLIDGE



Honda Legend: coupe version has given European buyers a taste of Japanese sophistication



Toyota Camry GL: the four-wheel drive derivative that has not really hit the target



Volvo 760: With up to 20 per cent UK content by value, more British than a Granada

Tony Lewin looks at temptations from abroad for the patriotic motorist



Buying a car when seen in Britain's motor industry and business as "Buy British" has the slogan becoming increasingly hollow...

British at all despite smaller badges and names. In fact, if the company car executive wished to remain true to his father's "Buy British" principles, he should replace his Rover 800 or Jaguar XJ6...

Volvo's UK executive class sales look impressive - the Swedish firm rates fourth after the "Big Three" but those are misleading. As a result, Volvo's 700 series is a very successful in Britain, always one of BMW's best sellers...

Advertisement for Fiat Croma featuring a large image of the car, a testimonial from Eric Dymock, and the slogan 'THANKS, ERIC. TAKE THE REST OF THE NIGHT OFF. THE FIAT CROMA'.

The tempting 'extras' that boost profits

You could be forgiven for thinking that an executive car comes loaded with all the necessary executive accoutrements. You'd be wrong. As with every other class of car, the manufacturers have worked out a careful game plan to tempt you to spend more than you originally envisaged on extras which make your vehicle that little bit more special than the others...



Handwritten Arabic text at the bottom of the page.



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When Autocar put it to the test they simply described it as 'truly remarkable'.

However, our concern for safety doesn't stop there.

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FOCUS

Who needs four-wheel drive in town?



Four-wheel drive executive cars are still unpopular. Why men, asks Daniel Ward, do makers persist with them?

Four under the floor: Mercedes-Benz 300E 4Matic saloon, and top right, Audi Avant quattro and below, Ford Sierra 4x4



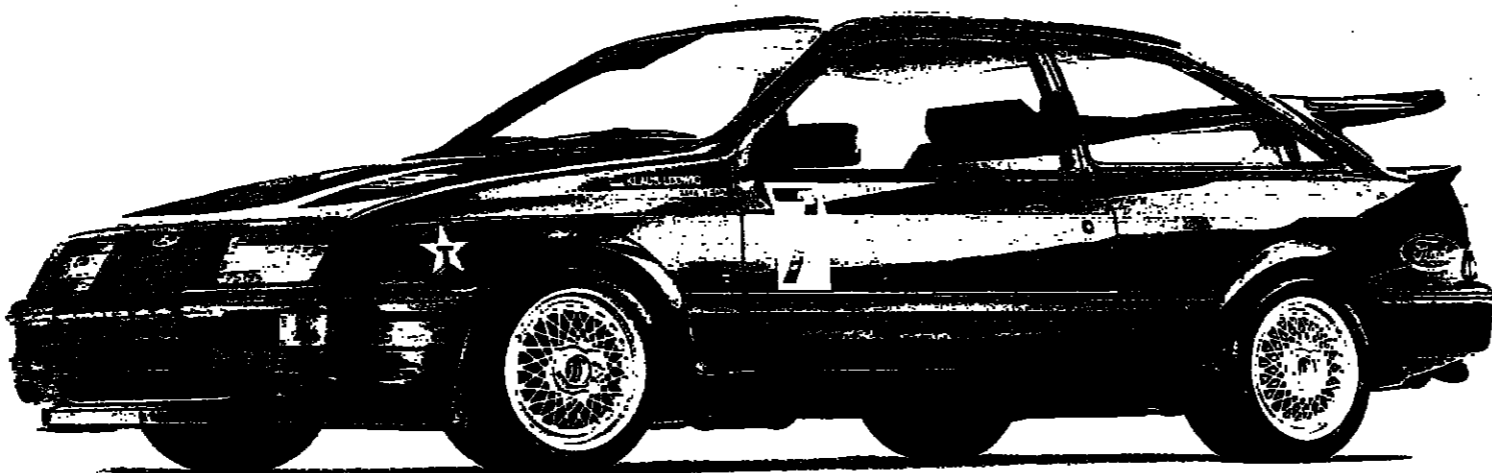
FLAGSHIP



CRUISER



CARRIER



DESTROYER

Fleet car of the year.

VOTED BY THE ASSOCIATION OF CAR FLEET OPERATORS.



Sales of four-wheel drive executive cars are still unpopular. Why men, asks Daniel Ward, do makers persist with them? ... One reason for makers' persistence may well be the scarcity of models offering automatic transmission. The marketing department may argue that fwd cars are owned only by drivers interested in sporty performance, yet a surprisingly high proportion of Porsche drivers choose automatic transmission. In reality, if an executive wants an all-weather car to face daily traffic jams and snow and ice, the choice is almost unacceptably narrow. At the bottom end of the price range there is the workman-like Subaru 1.8 GLSE estate and its turbocharged sibling model, then a jump to the cheapest Range Rover at £21,000 and on to the Mercedes 300E 4Matic at £30,150.

Some cars justify executive status on price alone, chosen by drivers who are most interested in a compact, fast car able to cope in all conditions. ... An additional propeller shaft takes the drive forward to an additional differential mounted alongside the engine. Any spinning of front or rear wheels is limited by a viscous coupling located adjacent to the centre differential. BMW uses a similar design. Mercedes adopted the overall configuration, but the impressive 4Matic is something of a technical tour de force in fwd terms. The now-familiar viscous coupling is replaced by highly sophisticated electronics control which responds to loss of traction in three stages. First the centre differential will engage fwd. automatically, then the rear-axle differential will lock to prevent wheel spin and finally the centre differential will be locked in most slippery conditions.

Ironically the electronic traction controls devices Mercedes developed alongside four-wheel drive are much cheaper and remarkably effective as they automatically apply the brakes and reduce the power of the engine to prevent the wheels spinning. In this comparison the Range Rover emerges as the simple yet effective alternative to the pure road cars. Its transmission offers permanent four-wheel drive yet the torque is divided between the front and rear axles simply 50/50 and the lock for the centre differential has to be engaged manually. But on the metalled highway it is becoming increasingly more civilized, quieter and with a better ride. Off-road, the Solihull machine has no peers.

For the executive with a generous budget the latest SE with standard automatic transmission model provides instant recognition of fwd motoring.

If there is an unsung hero in this sector then the Ford Sierra 4x4 unquestionably earns the description. If the much more versatile Range Rover emerges as the simple yet effective alternative to the pure road cars. Its transmission offers permanent four-wheel drive yet the torque is divided between the front and rear axles simply 50/50 and the lock for the centre differential has to be engaged manually. But on the metalled highway it is becoming increasingly more civilized, quieter and with a better ride. Off-road, the Solihull machine has no peers.



At the bottom end of the price range: the workman-like Subaru turbo-charged 1.8 GLSE

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FOCUS

EXECUTIVE CARS/4

The thieves should make you alarmed

Buying an executive car is one thing, says Peter Burgess; keeping it, is another

Auto crime is on an upward trajectory, fuelled by the twin temptations of cars being left with expensive belongings inside...

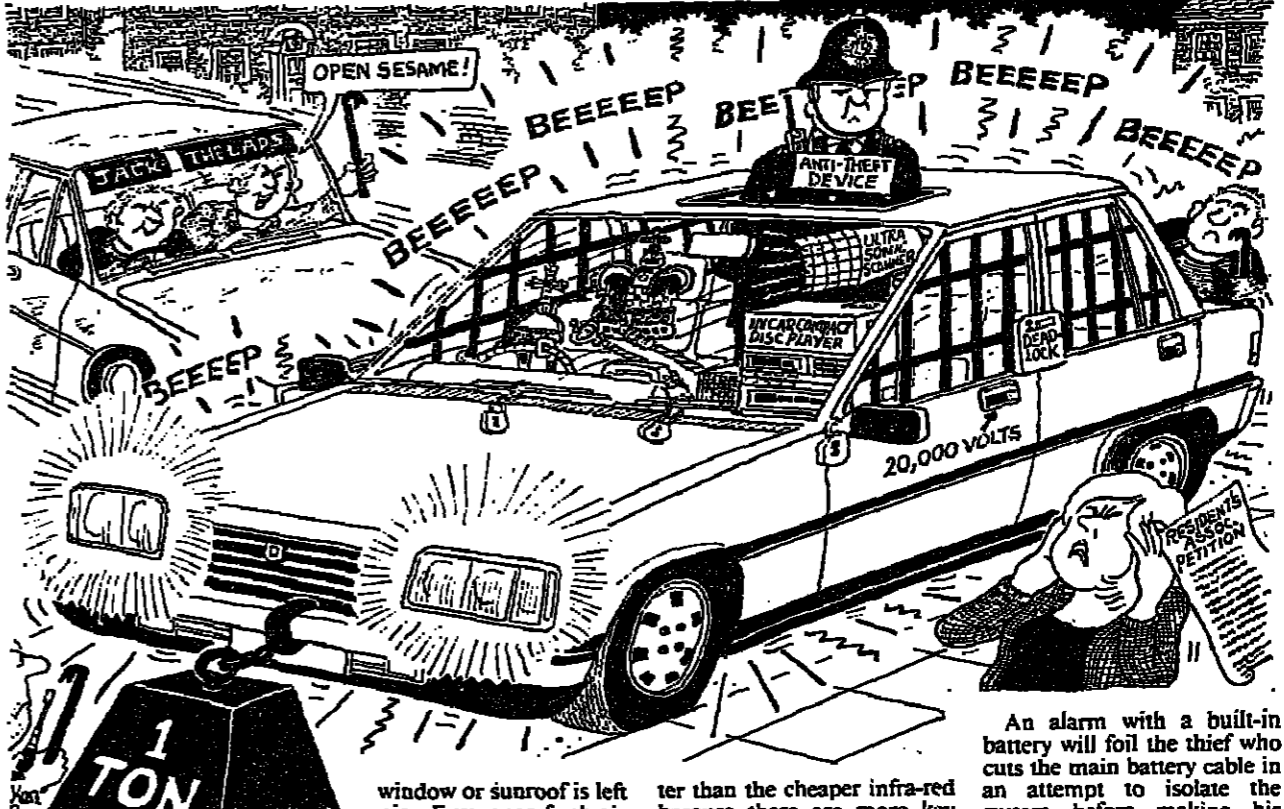
There are two ways to cut down the risks: buy a more secure car or have a security system fitted. Executive cars are prime targets for villains...

The Home Office, in conjunction with the car manufacturers, has formulated other proposals for improving security.

Executive cars are prime targets for villains

Central door locking has also come under their eye. Though a good way of ensuring that when the driver locks his door all the others are locked at the same time...

improving what little security already exists in executive cars with an alarm system. At present, few cars - BMW, Porsche and Rolls-Royce - have had an alarm incorporated at the design stage.



An alarm with a built-in battery will foil the thief who cuts the main battery cable in an attempt to isolate the system before making his attempt.

in high-street accessory shops. The problem is that unless the customer is briefed on their function, the scanner can be a nuisance.

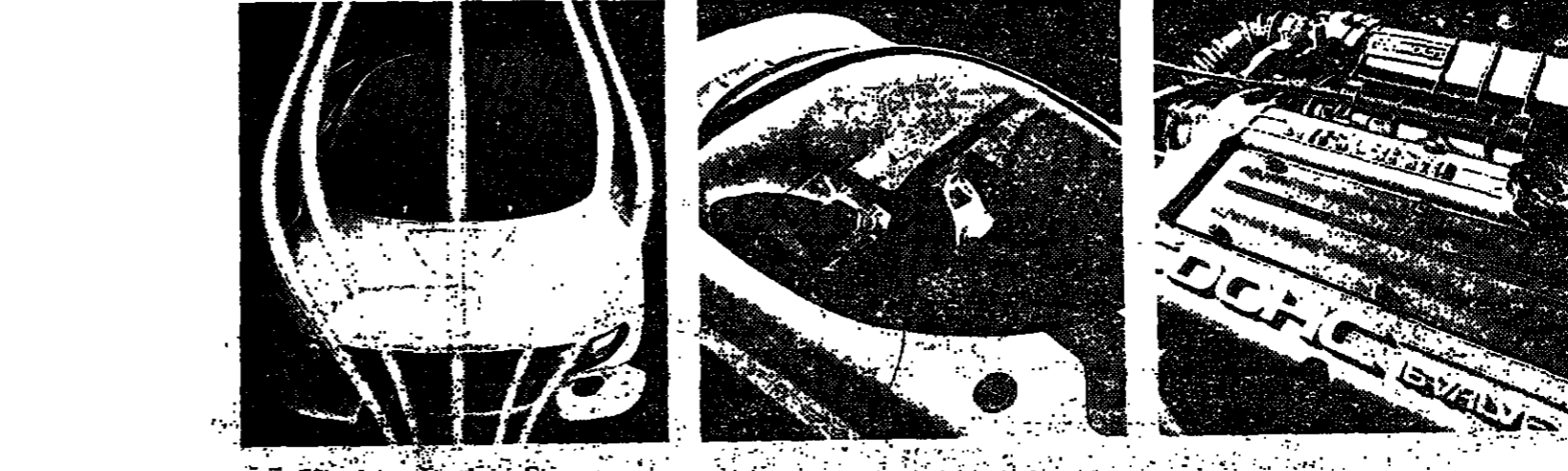
An accessory protection loop can be linked through targets such as the stereo, spotlights and even the badge.

An alarm with a built-in battery will foil the thief who cuts the main battery cable in an attempt to isolate the system before making his attempt.

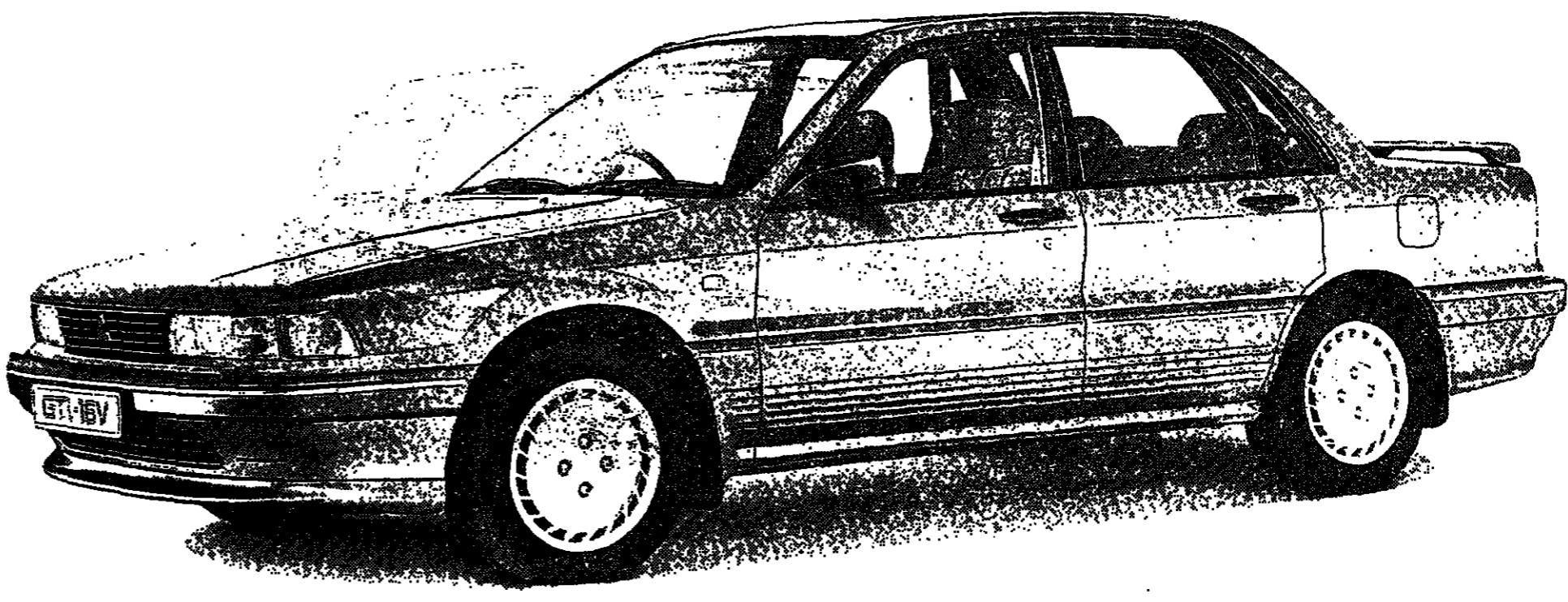
New line in chat is costing less

If current estimates are maintained, there will be more than half a million mobile phones in use by the middle of next year. Since the GPO (as it was then) gave up its communications monopoly in 1985...

able by the government for private communications. Though they both use the same kind of equipment, there is a £60 to £65 connection charge to the chosen system...



It took a company that spends one million pounds a day on R&D to develop the new Mitsubishi Galant.



Ever-ready to talk: Panasonic C30MH Mobile

mission areas, or radio cells, with a low power transmitter at the centre of each. These are connected by BT handlines to a computer-controlled electronic mobile exchange (EMEX)...

Almost half of the cellphone users in a recent MORI survey said they always make calls while driving and three out of four always answer an incoming call on the move.

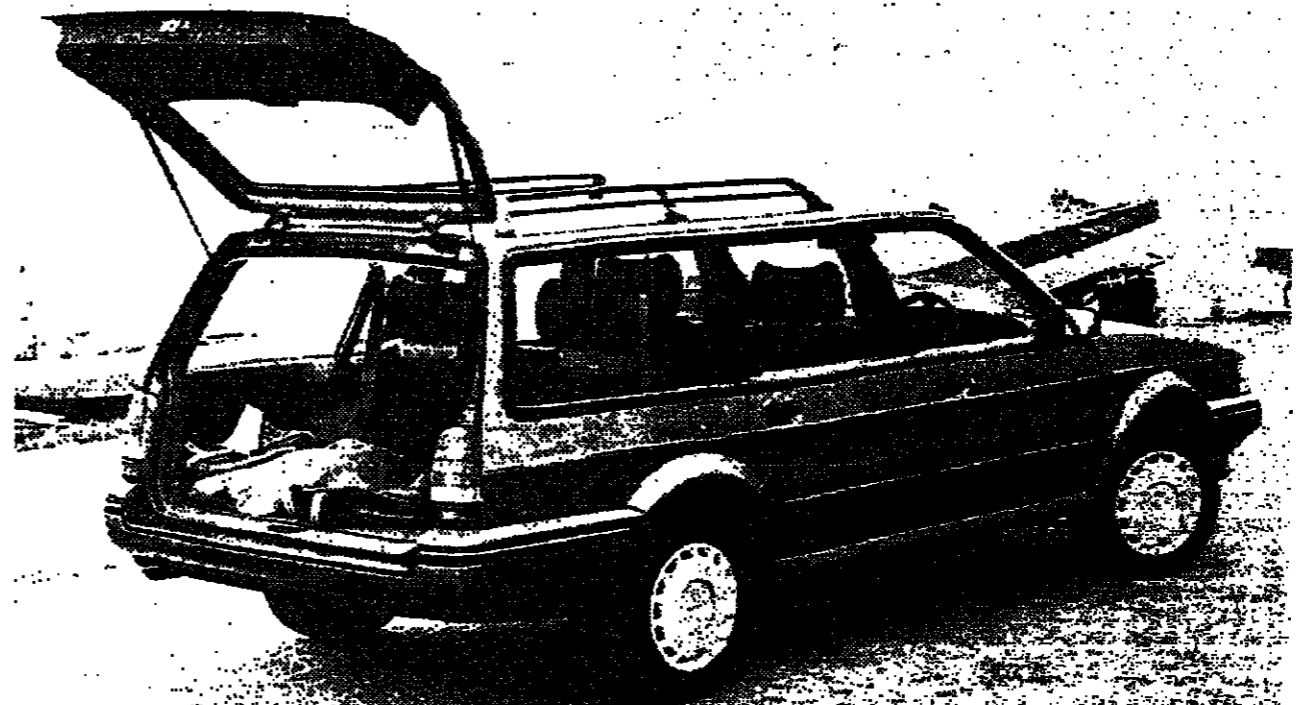
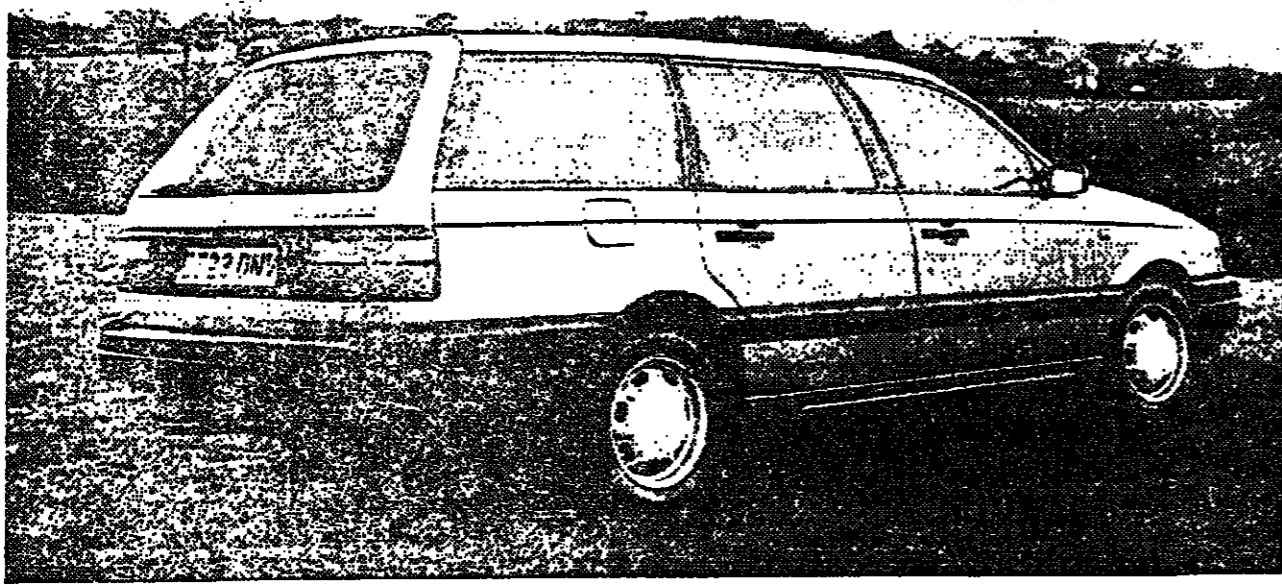
Every day, on average, Mitsubishi Motors spends £1 million on research and development to produce cars like the new Mitsubishi Galant. Already 'Car of the Year' in Japan for 1988, the new Galant boasts an unprecedented level of engineering sophistication and technology.

can also have an electric glass sun roof, alloy wheels, ABS brakes, auto cruise control and air conditioning. And the Galant is made so well that we give it a 3-year unlimited mileage warranty and a 6-year anti-corrosion guarantee.

Form for requesting details of the Mitsubishi Galant, including fields for Name, Address, Postcode, and Tel no.

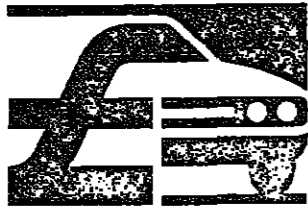
*Galant 1800 Manual £9,399. Price correct at time of going to press includes Car Tax and VAT but excludes on-the-road charges. For NATO forces Tax Free sales in Europe contact The Colt Car Company Limited, Hochstrasse 66, 4057 Bruggen, W. Germany. Tel: (020 49) 2163-7036.

How the humble van that tried to be a family car as well shed its ungainly look to win a new desirability



VW Passat CL, left: Aerodynamically efficient, superbly built and fast — the top model GT 16V is fuel-injected. Montego Countryman Estate Limited Edition, right: good-looking and space-efficient

Ugly duckling puts on style



Stuart Birch looks at a type of vehicle that has traded a workaday image for one that now means prestige

The difficulties of making silk purses from sow's ears are indisputable. But there is an automotive parallel that proves it is possible. The estate car was once an ungainly, tubby and often ugly beast — in many instances no more than a van with side windows for mostly menial tasks; a mere fetcher and carrier.

But in the late-1950s and early-1960s, it began to edge up-market. It was still used as a practical load-carrier, but there was an increasing hint of subtlety about it; a greater identity with equivalent sal-

oons and it became popular with fleet users as transport for reps. Quite simply, it was becoming stylish.

When Volvo revealed an estate-car version of the angular 144 series in the late 1960s, it possessed not only style but a new element: image. Since then the estate car's position in the British market — it takes about 8 per cent overall — has been clearly delineated: at one level it is an attractive, comfortable, functional vehicle with the creature comforts expected of family saloons; at the other it has become a luxurious, often powerful and expensive executive car able to carry off its dual purpose as lightly as the paraphernalia for a skiing holiday.

The luxury estate car makes a statement, indicating — in fact or fiction — successful business achievement and often vigorous leisure interests, each allied to discerning standards. Now, an increasing number of executives is choosing up-market estate cars in preference to saloons and hatchbacks.

Volvo estate cars, the square-cut 700 series or ageing 200 series, take an enormous slice of the large estate-car market — 49.8 per cent in 1987 and 53 per cent so far this year, according to the company's figures based on Society of Motor Manufacturers and Traders statistics.

Despite a basic design that goes back more than 20 years, the 200 series — starting at £10,950 — accounted for more than 20 per cent of large estate-car sales last year, says Volvo. The car is sturdy and unashamedly old-fashioned but light and easy to drive. Production could go on until 1995. But it is the newer 740 and still further up-market 760 models that project the Volvo executive estate-car image.

They are big cars but surprisingly agile. Engine range includes a 2.8-litre, fuel-injected V6 and turbocharged diesel and petrol units. The turbocharged petrol-engine 700 series cars are quick, with a 0-60 mph time of about 7.5 seconds — beying Volvo's once-stodgy image.

The choice of executive estate cars is wide. The Range Rover, with permanent four-wheel drive and the ability to haul itself across deserts or pull a pony trailer out of the mire at a gymkhana is a special sort of executive estate car — really in the off-road vehicle class.

Yet only a minority of its owners ever show their Range Rovers much more than a deep puddle and the top model, the £27,349 Vogue SE with soft leather seats, electric

tilt-and-slide sunroof, air-conditioning and automatic transmission is very much an executive estate. The Range Rover Turbo Diesel Vogue is a competitive £22,446.

Luxury and quality the envy of most other manufacturers are the hallmarks of the superb Mercedes-Benz W124 T-series estates.

They are object lessons in combining speed, comfort and carrying capacity. The Range starts with the 1,997 cc 200T at £17,100. It has the same luggage space area as larger-engined cars in the range: 20.9 cu ft with the divided rear seats in place. A third row of rearward-facing seats is an option.

The top Mercedes estate, the 134 mph 300TE, is available with four-wheel drive. Called 4Matic, it is a "thinking" system.

Normally the car operates in two-wheel drive, but the speed of each wheel is monitored and if there is a differential of 1.25 mph between any of them four-wheel drive comes into operation. Price of the 300TE with 4Matic is £31,650; £25,750 without it.

Audi, with its Avant quattro models, uses permanent four-wheel drive. In 100 or 200 form, it has styling that is halfway between hatchback and estate. Audi is making a

bid to move further up-market and is paying great attention to quality.

The Avant, satisfying to drive quickly, is available with either two or four wheel drive in 100 form or four-wheel drive as the 200 Turbo. Current price range is £13,803 to £30,651. Interior decor of the 100 is bland.

Vauxhall's Carlton 2.0i CD Estate at £14,933 is well-equipped with cruise control, electric sunroof and electrically heated windscreen washers. It is highly aerodynamic and space-efficient with over 65 cu ft available when the rear seats are lowered. Ride and road-holding are excellent. The car has good but not exciting performance and bridges both estate car market sectors.

So does Ford's Sierra 2.8i Ghia Estate with four wheel drive and all mod cons. This year the car is expected to gain a 2.9-litre engine to bring it into line with Ford's other six-cylinder models.

Austin Rover offers the £12,900 Montego Vanden Plas in the medium-size executive estate range. Good-looking, handy and space-efficient, it has self-levelling suspension and an extra row of rear-facing child seats. There is 57.2 cu ft of space with the rear seat folded.

Among the well-established estates are the Peugeot 505: spacious, very comfortable, with a choice of petrol or diesel engines, and the big Citroën CX Safari and Familiale.

The latter will take eight adults plus some luggage. Ride is superb, road-holding startlingly good, but the car is undeniably idiosyncratic. The big CX is in the autumn of its production life but remains a great car.

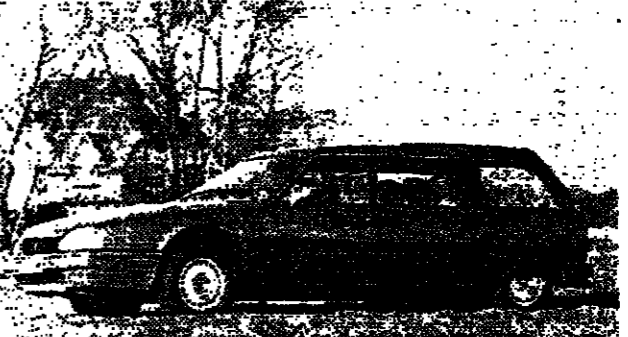
Volkswagen and BMW each has a new executive estate. The VW Passat estate is generally very impressive.

The top-model GT 16V (£15,885) uses a 136-hp, 16-valve, fuel-injected engine as fitted to the hottest Golf GTI. It is aerodynamically efficient, superbly built, comfortable and rapid.

For the BMW 325i Touring, the designation "estate car" is something of a misnomer. It is more a functional sporting coupe despite its five doors — a vehicle of image which says that its user is successful, young (ish), well-heeled, has an eye for quality and is in a hurry. It costs £18,595 but owners will have to pay for extras if that image is not to be tarnished by the sight of window-winders being operated manually.



BMW's new 133-mph 325i Touring: A sports car or estate?

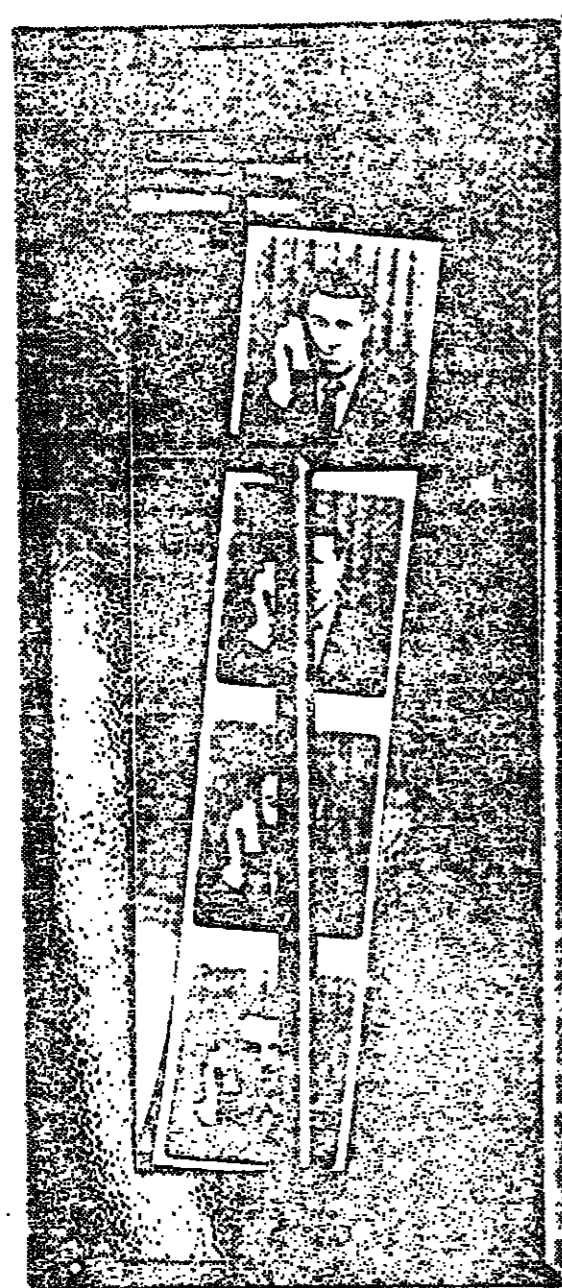


Citroën CX 25RI Familiale: In autumn of production life



Peugeot 505 GTI family estate: spacious and comfortable

C.C. Computers and Communications

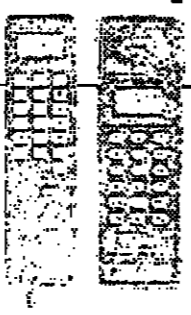


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Streets ahead of leasing, say the contract hirers

There are three million company cars on Britain's roads and about a third of them — worth more than £8 billion — are replaced each year.

Some 265,000 companies operate motor vehicle fleets, but not all of those firms will have bought their vehicles outright, and selecting from among the options available makes vehicle fleet financing the subject of major business decision-making.

Trevor Jones, managing director of Autolease, says: "Many fleet operators have expressed a certain amount of confusion as to the financial structure of some leasing and contract hire schemes.

"This confusion has been aggravated by the emergence of schemes — essentially hire purchase or credit sale — designed to assist companies running executive class vehicles who are adversely affected by the current taxation regulations."

The choices confronting executives responsible for running vehicle fleets may be classified as outright purchase from company funds or from borrowed funds, hire purchase, finance lease or contract hire.

According to the current *Monk's Guide to Company Car Policy*, the number of companies buying their own cars and the number using finance leases both fell by 6 per cent last year, and the number of companies using contract hire increased by 11 per cent.

The actual number of vehicles purchased outright by companies fell by 9 per cent, while there was a 7 per cent rise in the number of vehicles on contract hire and a rise of 2 per cent in the numbers finance leased.

Makrotest Research says that contract hire is becoming more popular and its share of the market is increasing. In 1983, 388,000 vehicles were under contract hire; this year the figure is tipped to exceed 580,000. This growth has been at the expense of outright purchase.

With outright purchase, the company owns the cars and shows them as assets in the annual accounts, with depreciation charged on a yearly basis. This method has two major disadvantages. First, vehicle depreciation, and second, the fact that valuable capital is tied up.

"Unless a company is cash-rich, or unable to recover VAT in full, it is difficult to think of a good reason to buy vehicles outright," says Phillip Ashworth, executive director (finance) of Lex Vehicle Leasing, Britain's largest specialist contract hire company, with 27,500 contracts.

Hire purchase is simply a form of delayed payment following a large cash deposit. At the end of the agreed payment

period, the car belongs to the company. Interest rates are high and the resale of cars is subject to the state of the market.

Hire purchase, like outright purchase, carries no special tax advantages other than the maximum annual capital allowance of £2,000 permitted by the Inland Revenue.

Some in the industry believe that finance leasing will be dead within three years. Tax incentives boosted leasing during the 1970s, but subsequent budgets have eroded the advantages. Today, there are few tax benefits, except that lease payments on cars costing less than £8,000 may be claimed against corporation tax. This is, however, a marginal attraction.

The starting point for an executive car in Britain now is at least £11,000, according to Hans Tauscher, managing director of Mercedes-Benz UK.

Leasing payments are made over a mutually agreed period and are subject to fluctuations in interest rates. They are structured to include the payment of a final "balloon" or residual payment, which is planned to cover the balance of the cost of the car.

Under a finance lease the vehicle is never owned by the lessee, who merely pays a rental for its use.

Outright purchase, hire purchase or leasing all leave the operator with the problems of running the vehicle fleet.

Contract hire, which, according to Makrotest Research, is the choice of approximately 19 per cent of all companies operating fleets of vehicles, eases the problems of running and administration and eliminates problems connected with purchasing and resale.



Phillip Ashworth, Lex Vehicle Leasing

Unpredictable expenses can be covered by a fixed monthly payment, which will also meet routine servicing, maintenance, tyres, batteries, road tax, membership of a motoring organization, and the provision of a loan car if the user's vehicle is off the road.

The only outstanding costs are for petrol and insurance.

With a full maintenance contract, the contract hire company will look after the running of a vehicle fleet. The hirer's responsibilities are limited to booking-in vehicles for servicing, and, of course, meeting the monthly payment.

The payment is fixed for the life of the contract and is not subject to movements in interest rates. The vehicle remains the property of the contract hire company which has responsibility for its final sale.

Owners of existing fleets may also take advantage of "sale and hire back" schemes whereby the contract hire company buys the fleet and then contract hires it back, giving the operating company an injection of capital.

"It is imperative that when vehicle fleet users consider projects which involve cash flows over a period of time, they should ensure that the time value of money — the discounted cash flow — is taken into account to obtain realistic comparisons of the various options," says Lex's Phillip Ashworth.

"From the administration point of view, the larger the fleet the more dramatic the cost savings enjoyed, but there is little doubt that contract hire is the most cost-effective form of vehicle financing from a single car to the largest fleet," he adds.

These thoughts are echoed by Andrew Jones, of Ernst and Whinney, the accountants, in an independent report on the financing of company vehicles: "The options appear broadly competitive in financial terms, with contract hire the overall leader by a noticeable margin.

"It should, in addition, be remembered that contract hire offers two major financial benefits which outright purchase and financial leasing cannot offer: "Contract hire is the least-risk option in that all the risk-owning vehicles (unknown maintenance costs, fluctuating residual values, etc) are offload to a third party.

"Contract hire is the only option of the three which allows commercial vehicles to be financed off balance sheet."

Mr Jones adds: "Contract hire offers a number of operational advantages, not least a reduction in the level of administrative headaches and uncertainties in running a commercial vehicle fleet."

Anthony Cox

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Dismissal for hearsay and the double jeopardy rule

El Capistrano SA and Another v ATO Marketing Ltd and Another
Before Mr Justice Morritt
[Judgment July 6]
Where a motion for sequestration of assets and committal of a director has been dismissed on the ground that the evidence in support was inadmissible as being hearsay or even double hearsay and inadmissible as being hearsay or even double hearsay and inadmissible as being hearsay or even double hearsay...

sworn in support of the second notice of motion.
It was plain that no one at the hearing of the first motion had in mind the consequences that might arise from its dismissal.
The first motion was to prove contempt of court and the principle of autrefois acquit or double jeopardy applied as to successive applications as to contempt of court: see Danchevsky v Danchevsky (No 2) (1977) 121 Sol J 796 and Jelson (Estates) Ltd v Harvey (1983) 1 WLR 1401.

proceeded with a conclusion did in fact imperil the defendant, depending on the result, and would give rise to the substance of the defence of autrefois acquit or autrefois convictus.
A motion might fail for a number of different legal or factual reasons: it might be, as in the present case, because the material evidence was inadmissible or it might be because it was not sufficiently cogent but either way the result would have been in peril in fact even if the application did not succeed, the failure of the first application being implicit in the defence itself.

Arnold and Others v National Westminster Bank plc
Before Sir Nicolas Browne-Wilkinson, Vice-Chancellor
[Judgment July 1]
Where there had been a change in the law, as opposed to a discovery of new facts, subsequent to the hearing of an action, that could constitute a special circumstance to bring the case within the exception to the issue estoppel allowing the unsuccessful litigant to re-litigate the matter. Whether or not such a change did bring the case within the exception depended on the circumstances of the case.

point of law and the appeal came before Mr Justice Walton. He held that the arbitrator was wrong and that the hypothetical lease would be treated as not containing any provision for rent review so that the rent payable was £1,209m.
The tenants asked Mr Justice Walton for leave to appeal and for a certificate under section 1(7)(b) of the 1979 Act that the question of law was either one of general public importance or one which for some other special reason should be considered by the Court of Appeal. The judge refused both.

review clause the terms of which were virtually indistinguishable from that in the present sub-lease so as to require the rent to be fixed on the basis that the hypothetical lease did contain a rent review clause.
It was therefore said that there had been a change in the law. Moreover the question of construction in relation to which the issue estoppel was said to arise governed the legal relationship between landlord and tenant for the residue of the term: unless the matter could be reopened there would be an issue estoppel on all rent reviews as a result of which the tenants would be wrongly required to pay 20 per cent more rent throughout the remainder of the term, costing them several million pounds in all.

effect of a statute on a will made in the first action was res judicata as against a party to the first action notwithstanding a subsequent House of Lords decision which demonstrated that the first decision was wrong in law.
But so far as one could see the argument advanced in the present case was not before the judge and the decision could not be treated as decisive.

point to be reopened in a later action.
It was sufficient to decide whether in the circumstances a change in law could constitute further material which was relevant to the correctness or incorrectness of the earlier decision and then to consider the special circumstances of the case to see whether justice required the point to be reopened.

Ban is not permissive by default

East Yorkshire Borough Council v Harrison
Before Lord Justice Watkins and Mr Justice Macpherson
[Judgment July 5]
Regulation 19(2) of the Slaughterhouses (Hygiene) Regulations (SI 1977 No 1805) did not operate to permit the bleed, un-dressed carcass of an animal which had not died or been killed in transit to a slaughterhouse to be admitted to a slaughterhouse without to be accompanied by a veterinary certificate.

son, of an offence under regulation 19(3).
Regulation 19 provides: "(2) No person shall bring or permit to be brought into or remain in a slaughterhouse the carcass of any animal which has died or been killed and not bled unless such animal died in transit to the slaughterhouse...

not died or been killed in transit to the slaughterhouse, had been bled before being admitted to the slaughterhouse. The justices had held that regulation 19(2) operated to permit the admission without a certificate of carcasses which had been bled unless such animal died in transit to the slaughterhouse...

English and Physical Education and Sports Science and History
Class II (Ow 11) H L Coles.
Ergonomics
Class II (Ow 11) J Adams: S M Joyner: R Hewson.
Class II (Ow 11) R D Porter: S E A Clarke: J J Fernall: R A Miller: J A Chinn: R S B.
Class II (Ow 11) C J Lovel: M J Peard: G Bess: M S.
Class II (Ow 11) C J Lovel: M J Peard: G Bess: M S.

Management Sciences
Class II (Ow 11) D A Campbell: P P Wood: B S Mills.
Class II (Ow 11) A C McEvoy: P M Bennett: W D Hill: G Jones: A G Smith: M J.
Class II (Ow 11) A C McEvoy: P M Bennett: W D Hill: G Jones: A G Smith: M J.

Physical Education & Sports Science and Mathematics
Class II (Ow 11) L Roberts: N C France: J M.
Class II (Ow 11) J B Constable: R Thomas: S M.
Class II (Ow 11) L Roberts: N C France: J M.

Physical Education & Sports Science and Recreational Management
Class II (Ow 11) J B Hill.
Class II (Ow 11) J B Hill.
Class II (Ow 11) J B Hill.

Production Engineering and Management
Class II (Ow 11) A S.
Class II (Ow 11) A S.
Class II (Ow 11) A S.

List of degrees awarded by Loughborough University

The following degree results have been announced by Loughborough University.
BSc Accounting and Financial Management
Class II (Ow 11) G R Lewis.
Class II (Ow 11) G R Lewis.
Class II (Ow 11) G R Lewis.

Civil Engineering
Class II (Ow 11) L P Yee: J P.
Class II (Ow 11) L P Yee: J P.
Class II (Ow 11) L P Yee: J P.

BA Education & Physical Education & Sports Science & History
Class II (Ow 11) H L Coles.
Ergonomics
Class II (Ow 11) J Adams: S M Joyner: R Hewson.

English and Physical Education and Sports Science and History
Class II (Ow 11) H L Coles.
Ergonomics
Class II (Ow 11) J Adams: S M Joyner: R Hewson.

Management Sciences
Class II (Ow 11) D A Campbell: P P Wood: B S Mills.
Class II (Ow 11) A C McEvoy: P M Bennett: W D Hill: G Jones: A G Smith: M J.

Physical Education & Sports Science and Mathematics
Class II (Ow 11) L Roberts: N C France: J M.
Class II (Ow 11) J B Constable: R Thomas: S M.

Physical Education & Sports Science and Recreational Management
Class II (Ow 11) J B Hill.
Class II (Ow 11) J B Hill.

Production Engineering and Management
Class II (Ow 11) A S.
Class II (Ow 11) A S.

Oxford class lists: mathematics

Partner (Lynch): R S Perrett (Som): M.
Partner (Lynch): R S Perrett (Som): M.

Mathematics
Class II (Ow 11) J B.
Class II (Ow 11) J B.

Mathematics
Class II (Ow 11) J B.
Class II (Ow 11) J B.

Mathematics
Class II (Ow 11) J B.
Class II (Ow 11) J B.

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Class II (Ow 11) J B.

Mathematics
Class II (Ow 11) J B.
Class II (Ow 11) J B.

Magnet Cup pointer to outstanding prospects of promising royal colt

By Mandarin
Bashful Boy's neck victory over Pelorus in the competitive John Smith's Magnet Cup at York on Saturday gives a pointer to the outstanding chance of Duke's Lodge in the Southern Graduation Stakes at Windsor today.



Bill Wightman: his single can defy hefty burden

Horses can give Alan Jukes the first winner of his career in the Northfield Apprentice Selling Handicap. Last time out the gelding ran well in better company than he meets today.

Now, with that outing behind him, this well-bred son of Shafted Dancer, out of Christchurch, is named to carry the Queen's purple, gold braid and scarlet colours to victory. On his initial outing Duke's Lodge came from off the pace, after being in sixth place entering the home straight, to lead inside the final furlong only to be caught on the line by the more experienced Bashful Boy.

Even without Bashful Boy's fine performance on Saturday, the form of the race is excellent as Indian Baba, the fourth home, came away from his 17 rivals to win in good style at Lingfield Park on Friday.

Today, the likely danger is expected to come from Cour de Miel. The once-raced Alec Stewart-trained colt acquitted himself well when finishing third behind Scarlet Blade and Luzum at Brighton in April.

However, he has to concede 11lb to my nap, and his absence of three months from the track suggests that he has encountered training problems.

Nevertheless, Stewart looks to have the right one for the Woodlands Stakes with Life At The Top. On her debut, she failed by a short head to get the better of Hope And Glory at Yarmouth. Hope Glory has since run well in defeat when beaten a length by Aldbourne, who was subsequently runner-up in the competitive Cherry Hinton Stakes.

The single has been hard hit by the handicapper in the Montrose Handicap where he is burdened with 10 stones, but he has the class to open his account for the season. The gelding, who won five times last year, did not find his form until halfway through last season.

The Bill Wightman-trained gelding showed signs of returning to his best last time out in the Royal Hunt Cup at Ascot, where he finished 11th of 22 behind Governorship.

Princess Royal's Derby second
The Princess Royal finished second on Kewst in the Jersey Derby at Les Landes on Saturday. (Phil McLeenan writes.)

position throughout the race and, having been passed by Mooradabad and High Mach in the final furlong, fought back under a strong ride to regain second place, beaten a length by the winner. Both Kewst and High Mach belong to leading National Hunt owner Paul Green.

LEICESTER Selections

- 2.15 Ryan's Girl. 2.45 Misbah. 3.15 True Queen. 3.45 Langston Street. 4.15 Cup Defender. 4.45 DOUBLE PROSPERITY (nap). 5.15 Cree Bay.

By Our Newmarket Correspondent
2.15 SUTTON SELLING STAKES (2-Y-O: £977: 6) (8 runners)
3 (4) 00 DEEP SHADOW (S) (N Bowyer) D Murray-Smith 6-11 R Wernham 93

FORM DEEP SHADOW (S) 7th beaten over 200 by Sled Dancer (S) at Wetherhampton (11 m) on 22nd, good, May 9, 14 ran. MY BROTHER JAKE (S) 3rd stayed when beaten 2 1/2 by Alabing (S) at Lingfield (8 furlongs) on 22nd, good to firm, June 30, 5 ran.

3.15 BELVOIR CASTLE HANDICAP (3-Y-O: £3,880: 1m 20) (9 runners)
3 (1) 3-43 JADEER (S) (M Al-Makroum) M Jarvis 8-13 S Raymond 94

FORM JADEER (S) 2nd beaten 3 1/2 by Adone (S) at Redcar (1m 20) on 22nd, good to firm, May 30, 9 ran. JADEER (S) 1st kept on well to win by 1 1/2 from Alleged (S) at Redcar (1m 20) on 22nd, good to firm, May 24, 6 ran.

3.45 RACING POST MAIDEN AUCTION STAKES (2-Y-O: £2,159: 6f) (22 runners)
3 (19) 000 BOX STAR (D) (Barnet) A Stanger 9-2 M Roberts 85

FORM BOX STAR (D) 1st on 22nd, good to firm, May 24, 6 ran. BOX STAR (D) 1st on 22nd, good to firm, May 24, 6 ran.

4.00 HIGHLAND SPRING/ROA HANDICAP (£1,648: 1m) (9)
1 000 ALL OVER THE WORLD (27) (D) Denys Smith 4-9-10 (2)

4.30 CRAIGMILLAR SELLING STAKES (£1,114: 1m) (13)
1 ABSOLUTE BOUNDER (14) (S) A W Jones 6-9-0

4.50 CRAMOND HANDICAP (£1,744: 1m 4f) (10)
1 4012 MALPIERO (14) (S) W Wilson 4-9-10 N Conington 2

5.00 NORTHFIELD APPRENTICE SELLING STAKES (3-Y-O: £1,484: 6f) (23 runners)
2 (11) 00-0000 LOVE LEGEND (3) (S) (G) Giffen) D Arbutnot 9-7 M McConaghe (S) 88

5.30 GREENACRE MAIDEN STAKES (2-Y-O: £950: 5f) (20 runners)
1 (8) ACCESS TRAVEL (Access Travel Co Ltd) R Ross 9-0 W Carson 96

6.35 HORSA. 7.00 DAMASKEN. 7.25 BOBA DESTROYER. 7.55 LIFE AT THE TOP. 8.25 SINGLE. 8.55 DUKES LODGE (nap).

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103 (12) 0-0432 GOOD TIMES 7 (CO, BF, F.O.S.) (Mrs D Robinson) 8 Hat 6-10-0 B West (4) 88

4.15 LEICESTER SOUND CLAIMING STAKES (3-Y-O: £2,817: 1m) (20 runners)
1 (18) 1-000 BOLD TRY 7 (S) (Belfield Manor Farms) P Cole 9-7 T Quinn 93

FORM BOLD TRY (S) 6th kept on when beaten 1 1/2 by Sled Dancer (S) at Windsor (11 m) on 22nd, good to firm, June 12, 12 ran.

4.45 WESTON GRADUATION STAKES (2-Y-O colts & geldings: £1,727: 7f) (5 runners)
1 (5) 3103 NO MORE THE FOOL 7 (S) (Flemingdale) J Barry 9-6 J Carroll 98

FORM NO MORE THE FOOL (S) 3rd caught when home caught at York (11 m) on 22nd, good to firm, June 11, 11 ran.

5.15 BURTON HANDICAP (£2,649: 5f) (9 runners)
4 (8) 300-00 JERONINE 23 (D.F.G.) (P Northcott) R Armstrong 3-9-10 S Raymond 95

FORM JERONINE 23 (D.F.G.) 1st on 22nd, good to firm, June 11, 11 ran.

7.55 WOODLAND STAKES (2-Y-O: £2,800: 6f) (6 runners)
1 (8) 40 JUST SEYMOUR 44 (S) (Gubby) L Gubby 8-11 J Reid 70

8.25 MONTROSE HANDICAP (£2,754: 1m 7f) (15 runners)
1 (8) 113-0000 SINGLE 26 (D.F.G.S.) (A Linstead) W Wigham 6-10-0 Pat Eddery 92

8.55 SOUTHERN GRADUATION STAKES (£1,920: 1m 2f 22yds) (21 runners)
2 (20) 3 COEUR DE MEL 7 (S) (H A Stewart) 4-0-4 M Roberts 9 89

9.00 GREAT ACT 14 (H) (Murray) D Williams 4-9-10 M Roberts 91

Bashful Boy bridges the gap with Magnet Cup triumph
Bashful Boy, taking a substantial step in class, extended his unbeaten sequence this season to three when landing the £30,000 John Smith's Magnet Cup at York on Saturday.

RAPID RACELINE THE RACING QUIZ LINE. Far fluff results and today's direct course numbers. 0898 168 168. Clearly the fastest results service.

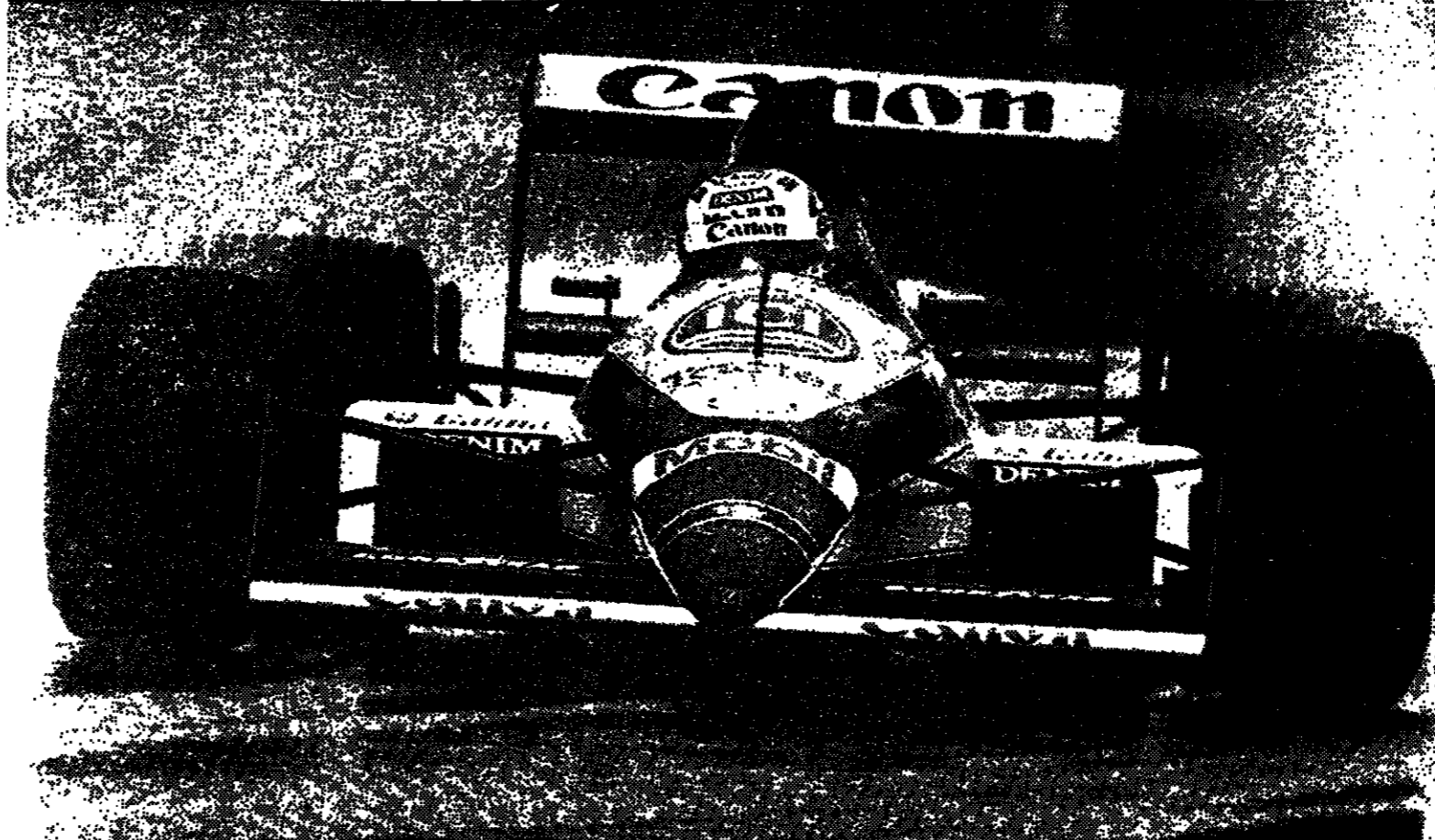
Leaders on the Flat TRAINERS. H Coffey 47, M Carson 47, M J Elliott 47, M J Elliott 47, M J Elliott 47.

Bashful Boy bridges the gap with Magnet Cup triumph. Bashful Boy, taking a substantial step in class, extended his unbeaten sequence this season to three when landing the £30,000 John Smith's Magnet Cup at York on Saturday.

Senna wins but Mansell keeps word

Nigel Mansell was as good as his word. Long before the rain saturated Silverstone yesterday...

By John Blunsden
pole position to beat Senna to the first corner and hold him off for 13 laps...



Power finish: Mansell heads through the spray into the runner-up place in the British Grand Prix at Silverstone yesterday (Photograph: Chris Cole)

RESULTS FROM SILVERSTONE

- RESULTS: 1. A Senna (Br), Marlboro McLaren-Honda, 65 laps, 1hr 23min 16.57 sec. 2. N Mansell (GB), Williams-Judd, 65 laps, 1hr 23min 30.711 sec. 3. A Nannini (It), Benetton-Ford DFV, 65 laps, 1hr 24min 12.501 sec.

Warwick sticks to task

By Andrew Longmore
Derek Warwick, of Britain, kept up his fine record in the British Grand Prix, but this year he left it late...

McKean victory makes up for Cram's defeat

Pat Butcher, Athletics Correspondent, Nice
Steve Cram has not found Nice much of a promenade since his marvellous world record winning 1,500 metres against Said Aouita three years ago...

Nicholas breaks his nose

By Tony Winkler
Mark Nicholas, the Hampshire captain, had his nose broken in only the second over of the Refuge Assurance match at Southampton yesterday.

Robson to continue in charge

Doubts surrounding the future of England manager Bobby Robson, were dispelled yesterday when he was reassured that his job was safe, at least for now.

McLean may turn back on football

By a Special Correspondent
Jim McLean is considering quitting football following his decision to relinquish the post of Dundee United manager after 17 years in charge of the club.

Hands of Stone on exhibition tour

By Jon Rendall
The special passenger swagged down the aeroplane's aisle as the Miami-London jet landed at Gatwick. His was a mixed reception.

Mercedes catch up

Brno, Czechoslovakia (Reuters) - Mercedes ended a four-victory run by Jaguar, their British rivals, to win the sixth round of the world sports car championship here yesterday.

Thorpe clear

Dave Thorpe won the British round of the World 500cc moto-cross championship at Hawkstone Park near Shrewsbury yesterday and is now nine points clear in his bid to regain the title.

Redgrave and Holmes are sadly missed

From Jim Railton, Lucerne
British rowers achieved some very satisfying results in the Lucerne International Regatta over the weekend.

Good draw for champions

By Roddy Mackenzie
Sovereign Leasing Sale, the English women's champions, have received a favourable draw for their first experience of the European competition, in the European Champions Cup next season.

Kelly move

Gary Kelly, the Newcastle United and Republic of Ireland under-21 goalkeeper, has been transfer-listed at his own request after turning down a three-year deal.

Trump card

Real estate developer Donald Trump has agreed to act as business and boxing manager for heavyweight champion Mike Tyson. Trump, a hotel and casino owner, said that Tyson had asked him "to serve jointly" as his career adviser and to help him with lawsuits against his current manager, Bill Cayton.

Poor finish

Deteriorating weather meant that none of the 42 competitors in the 15 metre British nationals gliding competition at Booker completed the first day's task. Ted Lysakowski, the day's winner, finished 116.1 km of the 206.7 km and only 20 pilots scored any points for the day.

Coope again

Sarah Coope, of Britain, retained the European women's long course triathlon championship, at Stein in the Netherlands yesterday. Stein was blessed with clear skies, a scorching sun and cooling breezes. For the competitors, these added another element to the extremely tough event.

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END COLUMN
More to football than big money

By Peter Ball
When the 10 big clubs meet to decide on their unilateral television deal with ITV on Wednesday, survival of the Football League may well depend on the determination and power of persuasion of one man - Gordon Taylor, the secretary of the Professional Footballers' Association.

Handwritten signature 'A. J. ...'